

## **COUNTY OF SAN LUIS OBISPO**

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THE LAND USE AND CIRCULATION ELEMENTS  
OF THE SAN LUIS OBISPO COUNTY GENERAL PLAN

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# **SAN LUIS OBISPO AREA PLAN**

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ADOPTED BY  
THE SAN LUIS OBISPO COUNTY BOARD OF SUPERVISORS  
SEPTEMBER 22, 1980 - RESOLUTION 80-350  
UPDATED  
DECEMBER 10, 1996 - RESOLUTION 96-490

*Revised January 1, 2003*

# COUNTY OF SAN LUIS OBISPO

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## COUNTY OF SAN LUIS OBISPO

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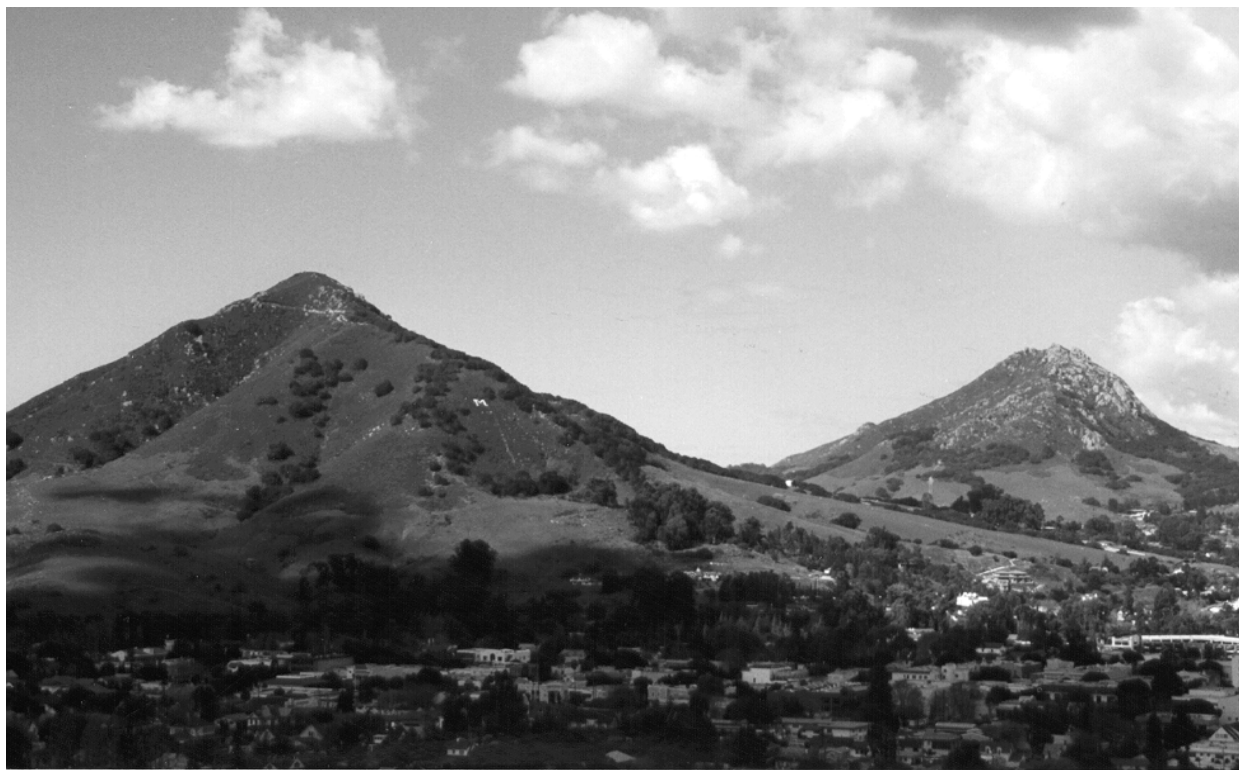
### Amended

April 27, 1981	Ord. 2063
September 13, 1982	Ord. 2106
December 13, 1982	Ord. 2112
May 24, 1982	Ord. 2096
April 18, 1983	Ord. 2122
August 22, 1983	Ord. 2133
December 12, 1983	Ord. 2157
August 28, 1984	Ord. 2190
December 18, 1984	Ord. 2206
April 23, 1985	Ord. 2215
December 17, 1985	Ord. 2239
May 6, 1986	Ord. 2257
September 2, 1986	Ord. 2270
December 16, 1986	Ord. 2289
April 28, 1987	Ord. 2304
December 15, 1987	Ord. 2331
April 25, 1989	Ord. 2399
April 16, 1991	Ord. 2498
December 10, 1996	Ord. 2788
December 15, 1998	Ord. 2847
April 27, 1999	Ord. 2865
August 22, 2000	Ord. 2912
November 5, 2002	Ord. 2983



## CHAPTER 1: INTRODUCTION

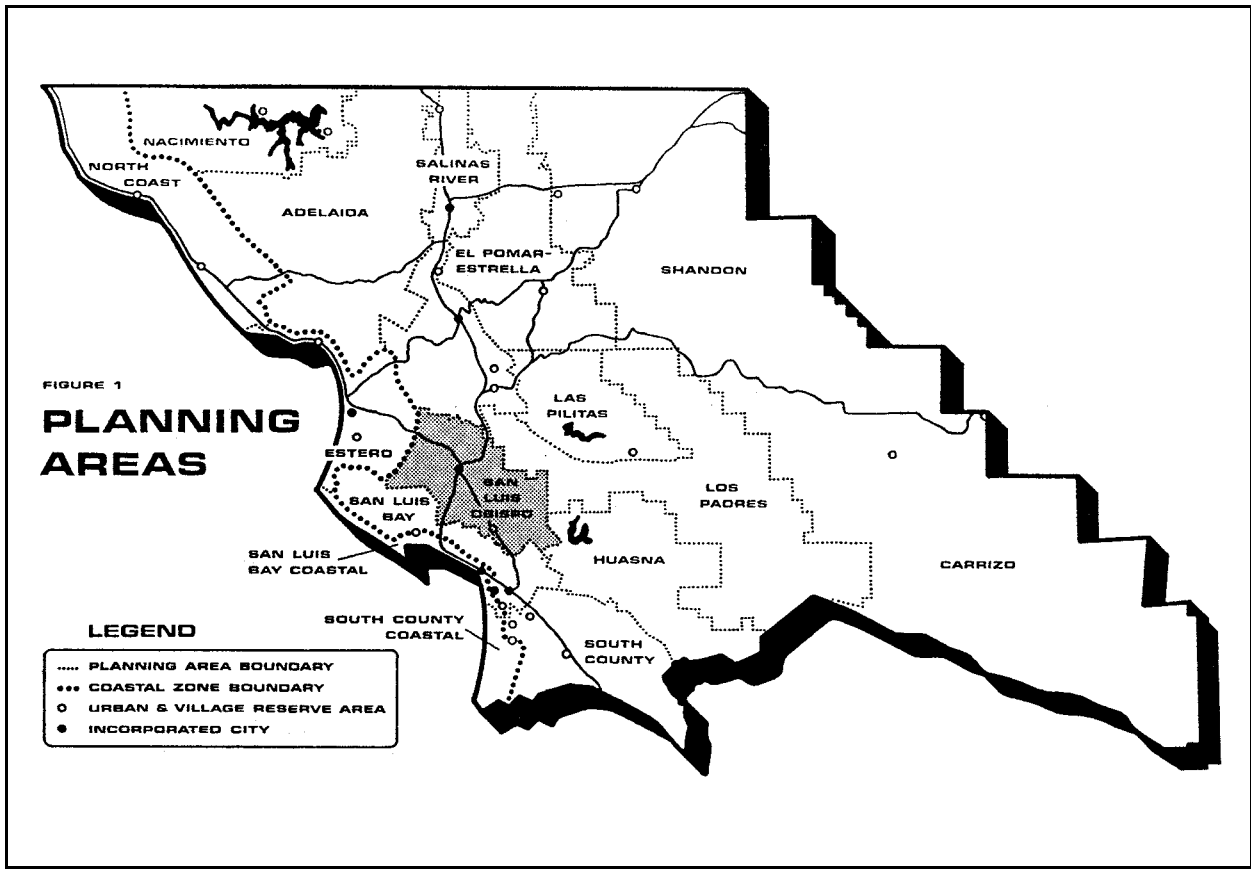
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**Cerro San Luis Obispo and Bishop Peak, adjacent to San Luis Obispo**

The San Luis Obispo Planning Area encompasses the unincorporated area around the city of San Luis Obispo and surrounding agricultural and rural lands. It is one of thirteen planning areas that make up the county Land Use Element, as shown in Figure 1-1. It extends to the Los Padres National Forest on the north and east, Cuesta College and Camp San Luis Obispo to the west, and the Irish Hills and Arroyo Grande fringe to the south, as shown in Figure 1-2 and in the maps at the end of this area plan.

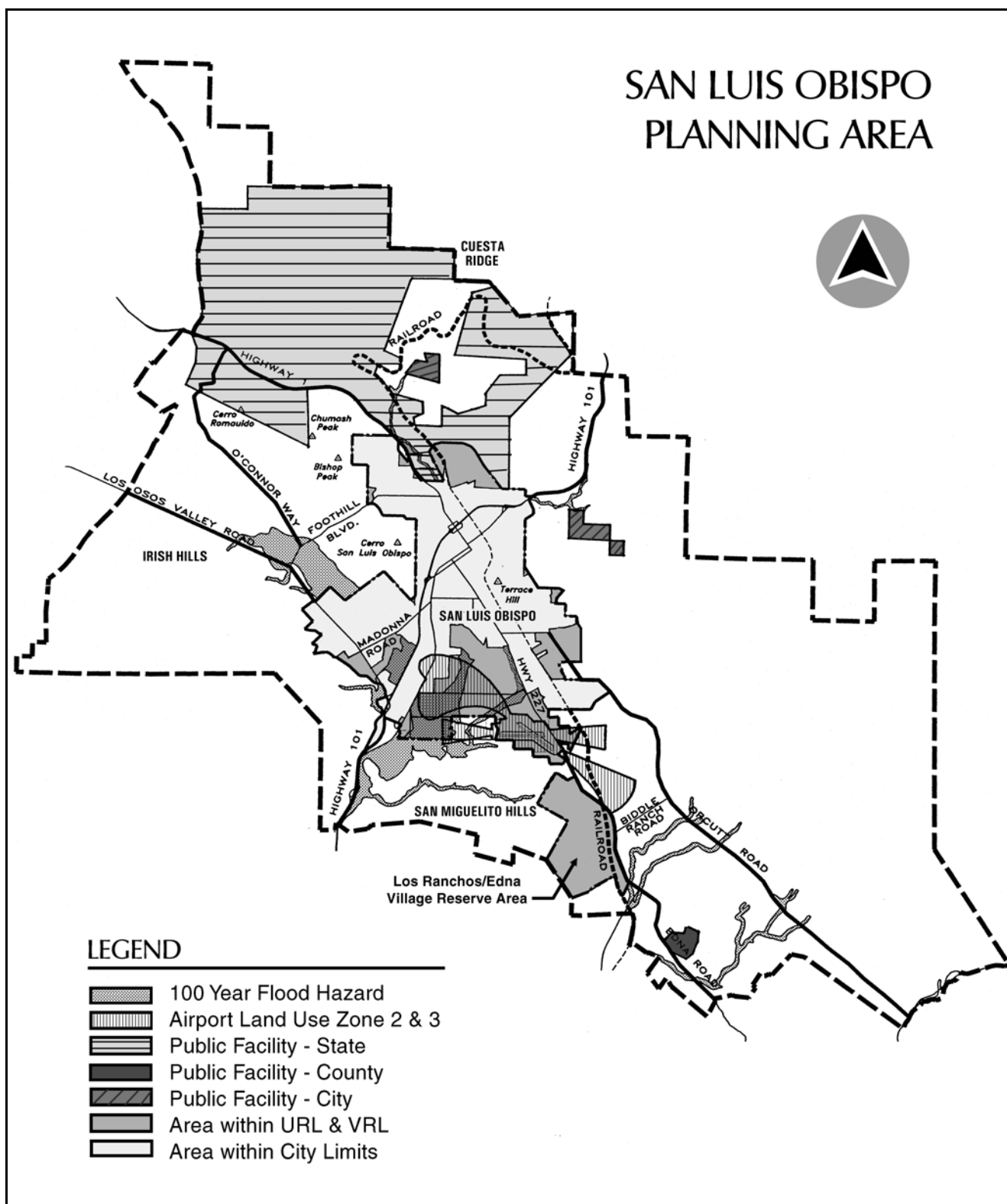
The San Luis Obispo planning area can be viewed as a single, distinctive community with a very high quality of life. At its center lies the city of San Luis Obispo, an attractive and compact urban community whose shape has been defined by the hills and mountains that surround it. This planning area possesses natural and man-made attributes which have made it a desirable place to live, conduct business or be on vacation. The relatively high cost of housing in the planning area (compared to most other areas of the county) reflects its desirability.



**Figure 1-1: County Planning Areas**

Some of the factors which have contributed to the unique and desirable character of the planning area include the presence of a compact urban center surrounded by open agricultural lands, meandering streams, rolling hills, and ridges, clean air and relatively little traffic congestion. The volcanic morros give additional character to the area, marching from the city west to Morro Bay. The presence of a state university and a community college have provided educational opportunities for local residents and an educated labor force for local employers. These educational institutions have also brought many students from other areas, contributing to social diversity and a high level of consumer activity in the city.

Within the context of state and national economic conditions, the policies and actions of the county, the city and other public agencies can influence the future of the area. Public policies can assist in encouraging appropriate, integrated patterns of land use. Land use strategies need to balance economic growth with the equally important need to protect and enhance the local environment. Conservation of the area's resources is an integral part of economic development in order to have a lasting economy that is strengthened by the region's environmental assets.



## Vision

This plan's vision for the future includes continued opportunities for economic vitality and growth, along with the opportunity to maintain the environmental attributes that have themselves contributed to the area's historically healthy economy. The community's excellent living environment and educational opportunities can act to attract or retain businesses providing high quality job opportunities for local residents, enabling them to afford housing within the area, while also enhancing local tax revenues needed for public services.

The planning area should maintain a rural character in harmony with agriculture, business, recreational, environmental and residential opportunities.

## Current Conditions

The San Luis Obispo planning area has traditionally been the dominant center of economic and governmental activity for the county. The City of San Luis Obispo is the county seat, and the county government itself is one of the largest employers in the area. California Polytechnic State University, Cuesta College and the California Men's Colony also employ large numbers of people. When combined with all the other employers, this planning area contains over half of the jobs in the entire county, but less than half of the housing. This "jobs versus housing" imbalance is a significant concern because of associated traffic and air quality impacts, as discussed further in Chapter 5 of this area plan.



**County Government Center**

Housing affordability has become another issue of serious concern in the planning area, as housing prices have risen to levels that are not generally affordable for most of the people employed locally. As a result, most local employees commute from other communities each day, contributing to traffic congestion and air pollution.

Agricultural land use has provided an important economic activity and contributed to the scenic qualities of the area, but is now threatened by conflicts with adjacent residential or other land uses, limited groundwater supplies, and marginal economic viability. Production agriculture lands are gaining recognition as valuable resources that should be protected by public policies and programs.

The county's Agriculture and Open Space Element contains a policy stating that existing production agriculture should be maintained and that major expansions of urban development should rely primarily on reservoirs and imported water.

## **Area Plan Goals**

Chapter 1 of Framework for Planning - Inland Area, contains goals that describe the fundamental purposes for the Land Use Element and Circulation Element. The following goals for the San Luis Obispo Planning Area further refine those general goals to address the future development of this portion of the county.

### **Environment**

1. Maintain and improve air and water quality at safe and healthy levels.
2. Protect and, where it has been degraded, enhance wildlife habitat areas.
3. Protect the scenic values of natural landforms.
4. Protect important historic or archaeological resources.
5. Protect natural drainage channels and floodways in their natural condition to the maximum extent feasible.

### **Distribution of Land Uses**

6. Focus urban development within established urban and village areas.
7. Devote the remainder of the planning area to a "greenbelt" consisting of production agriculture and low-density development. (Also see Framework for Planning).
8. Focus employment and housing within the San Luis Obispo urban reserve.

### **Residential, Commercial and Industrial Land Uses**

9. Promote the development of affordable housing.
10. Reserve urban residential, commercial and industrial expansion areas at the fringe of the City of San Luis Obispo which are scheduled for annexation by the city within a 10 to 20 year time frame.
11. Manage types and intensities of residential land uses such that they can be supported by conventional on-site sewage disposal systems and available water resources until municipal or community systems are provided.
12. Protect the San Luis Obispo County Airport as a public facility of county-wide importance by implementing The San Luis Obispo County Airport Land Use Plan.

### **Economy**

13. Promote and accommodate new commercial and industrial developments in the urban reserve.
14. Encourage and support expansion of existing businesses.

15. Encourage economic development balanced with the natural resources that enhance the natural beauty and character, and supports the social and environmental health of the planning area.
16. Encourage telecommuting.
17. Promote, encourage and accommodate commercial agriculture and the expansion of intensive agricultural uses supporting a viable commercial agricultural community.

### **Administration**

18. Simplify development review procedures and provide incentives for the types of development allowed by the plan through preparation and implementation of a specific plan or infrastructure plans for the area near the airport within the urban reserve line for the City of San Luis Obispo.

### **Major Features of the Area Plan**

Land use programs and standards are included in this report for the entire area; the rural and agricultural area around the city and outside of the urban reserve line; the San Luis Obispo urban area, including land between the city limits and the urban reserve line; and the "village" area of Los Ranchos/Edna, south of the city.

This area plan describes county land use policies for a 20 year time frame for the San Luis Obispo planning area, which include regulations adopted in both the Land Use Ordinance and Land Use Element. Framework for Planning - Inland Area is the central policy document, while this area plan contains policies and programs more specifically applicable to this planning area. This area plan is organized as follows:

### **Area Plan Chapters**

1. **Introduction:** A general description of the planning area.
2. **Population and Economy:** Population and housing unit estimates and other socio-economic information.
3. **Public Facilities, Services and Resources:** Status of plans for facilities, services and resources, including the resource management system.
4. **Circulation:** The Circulation Element of the County General Plan, including discussions of major issues, policies and objectives, with specific needed improvements identified.
5. **Land Use:** Land use issues and opportunities for resolving problems and general descriptions of the mapped land use categories.
6. **Combining Designations:** Description of hazards and resources that are identified on combining designation maps that overlay the land use categories in certain areas.



## Area Plan Maps

1. **Land Use Categories:** The plan contains maps that designate land use throughout the planning area by land use categories. The land use categories determine the varieties of land use that may be established on a parcel of land, as well as defining their allowable density and intensity. Allowable uses within each category are shown in Articles 2 and 9 of the Land Use Ordinance (Chapter 22.108 - San Luis Obispo Planning Area).

The land use category maps at the back of this plan are only for illustration. The official maps are on file at the County Department of Planning and Building.

2. **Combining Designations:** Certain hazards, proposed public facilities, special features or sensitive resources are mapped as overlays of the land use categories. Special standards for these combining designations are in Article 9 of the Land Use Ordinance (Chapter 22.108 - San Luis Obispo Planning Area) in addition to the standards of Chapter 22.14 of the Land Use Ordinance .
3. **Circulation:** The circulation maps show the existing and proposed highways and major streets and roads, transit routes, bikeways, as well as the railroad station and transportation features such as park and ride lots, multi-modal transit centers and the San Luis Obispo County Airport.

## Programs

Proposed "programs" are noted at the end of the chapters on public services (Chapter 3), circulation (Chapter 4), land use (Chapter 5), and combining designations (Chapter 6). Programs are non-mandatory actions recommended to be initiated by the communities, the county or other specified public agency, to work toward correcting local problems or conditions. They are also intended to support community objectives in implementing the general plan. Because many recommended programs involve public expenditures, their initiation will depend upon the availability of funding and broad community support. The Capital Improvement Program, reviewed by the Board of Supervisors annually, is a plan that prioritizes funds to carry capital projects forward.

## Appendix

An appendix at the back of this area plan provides supporting data that relates to the text and the maps, serving as background information only. Periodic revisions are made to the data in the appendix through administrative action so that the information remains current and valid.



## CHAPTER 2: POPULATION AND ECONOMY

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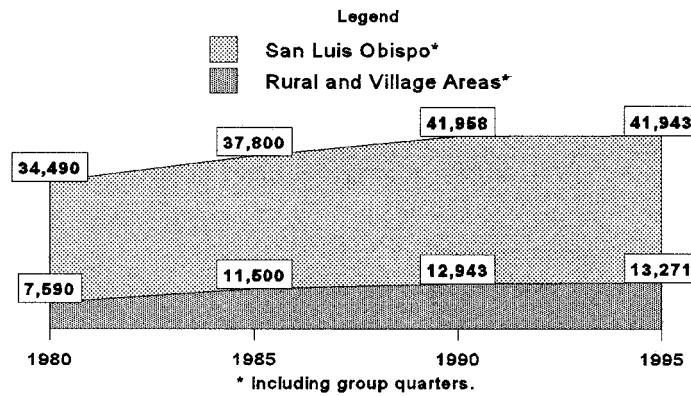
**Product development in the airport area**

**Courtesy:** Strasbaugh

The San Luis Obispo planning area contains a major portion of the county population. The city's position as a regional center for trade, government, services, employment, and cultural activities has supported steady population growth and a strong economy.

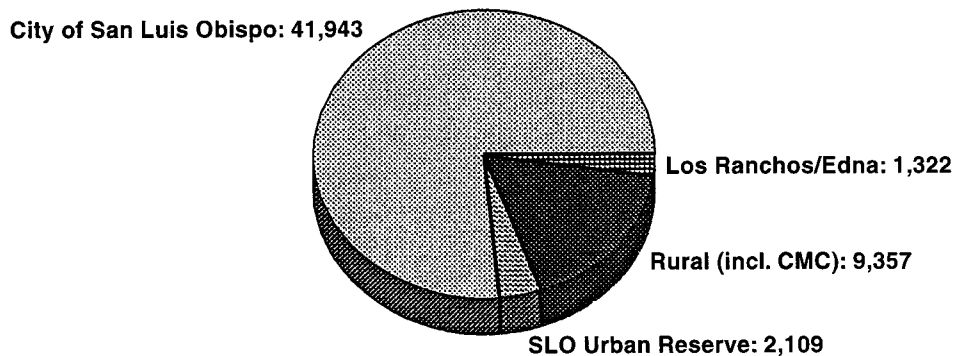
### **Population**

**Historical population growth.** The rate of population increase in the San Luis Obispo Planning Area averaged 4 percent per year from 1970 to 1975, but subsequently decreased to 2.8 percent per year during the 1980's. The population of the planning area (including the city) grew from 43,059 in 1980, as shown in Figure 2-1, to an estimated 54,901 in 1990, which accounted for approximately one-fourth of the county population. This rate of growth was substantially below the 3.6 percent average annual growth rate of the entire county. The lower growth rate reflected constraints to development in the San Luis Obispo area which are expected to continue limiting the rate of growth through the 1990's. The components of the planning area's 1995 population are illustrated in Figure 2-2.



**Figure 2-1: Historical Population Growth - San Luis Obispo Planning Area**  
(Source: Department of Planning and Building)

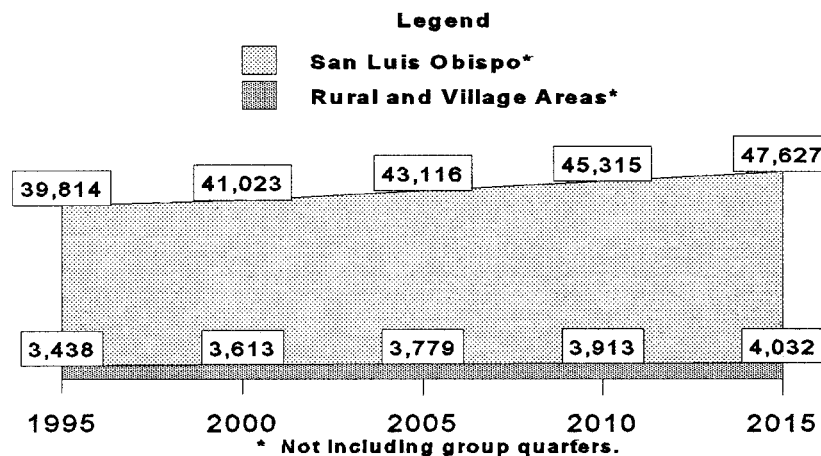
The rural population of the planning area (including California Men's Colony ) grew from 5,511 in 1980 to 9,357 in 1990, which was a 5.4 percent average annual rate of growth and was primarily due to a doubling of the inmate population at the California Mens Colony. Excluding the Mens Colony, the average annual rural population growth between 1980 and 1990 was 2.2 percent.



**Figure 2-2: 1995 Population of the San Luis Obispo Planning Area**  
(Source: Department of Planning and Building)

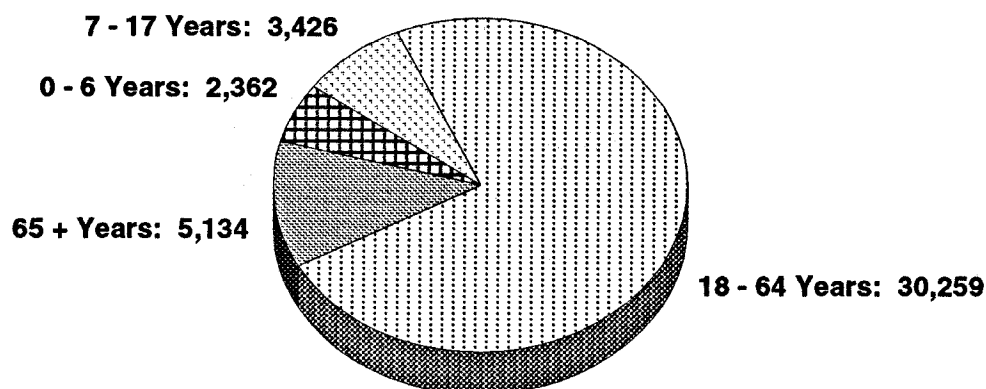
In 1991 the U.S. Census Bureau declared the City of San Luis Obispo an "urbanized area," since its population (when combined with adjacent urban areas) had reached 50,000. Urbanized status will enhance the city's and the county's opportunities to obtain federal funds for transportation planning, mass transit and (subsidized) affordable housing programs. However, urbanized status will have little, if any, effect on opportunities to provide moderately-priced, market-rate housing.

**Population projections.** The annual population growth rate in the planning area is expected to average less than 1.2 percent per year, approaching 67,939 by the year 2010, as shown in Figure 2-3. Table A-1 in the Appendix contains population projections for the planning area, along with countywide projections from the San Luis Obispo County Resource Constrained Scenario. Those projections were developed by combining county building permit statistics with population data from the state Department of Finance. It should be noted that the resource constrained scenario takes into account restrictions on development which have occurred, or are likely to occur as a result of resource limitations. For comparison, Appendix Table A-2 contains the projected build-out capacity of the residential land use categories. The population projections for the planning area illustrated in Figure 2-3 below will be updated periodically in the appendix of this area plan.



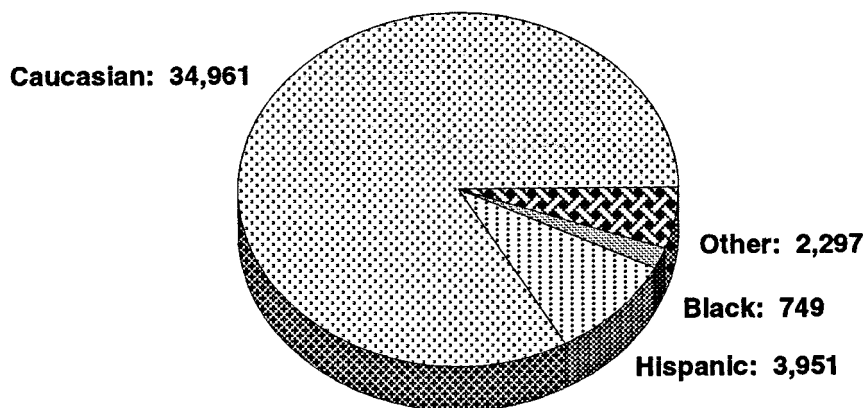
**Figure 2-3: Population Projections for the San Luis Obispo Planning Area**  
(Source: Department of Planning and Building)

**Population characteristics.** The population of San Luis Obispo, most of whom reside in the City of San Luis Obispo, can be described in various ways as shown in the following charts. The following data for the city is included instead of for the planning area because this type of data is not available for the planning area. In 1990, people over 65 years old comprised 12.2 percent of the city's population, compared to 14.2 percent countywide. People under 18 made up 13.8 percent of the planning area population, compared to 21.9 percent countywide, as shown in Figure 2-4. A larger proportion of the city's population than elsewhere is between 17 and 65 years old due to the university and employment opportunities.



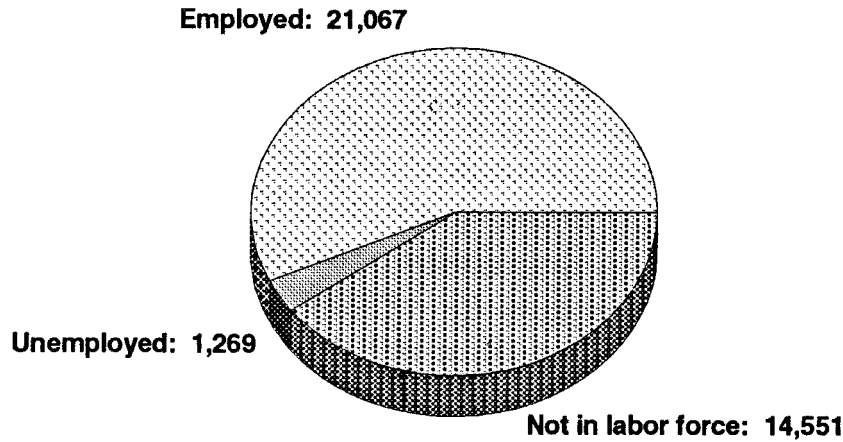
**Figure 2-4: Age Distribution, City of San Luis Obispo**  
(Source: 1990 U.S. Census)

Racial and ethnic distribution is slightly more diverse than the county. Non-Anglo persons constitute 11.3 percent of the city, as shown in Figure 2-5, this is higher than the non-Anglo 10.8 percent of the countywide population. Of the Anglo population, 10.4 percent is of Hispanic origin, compared to 15.4 percent in the entire county.



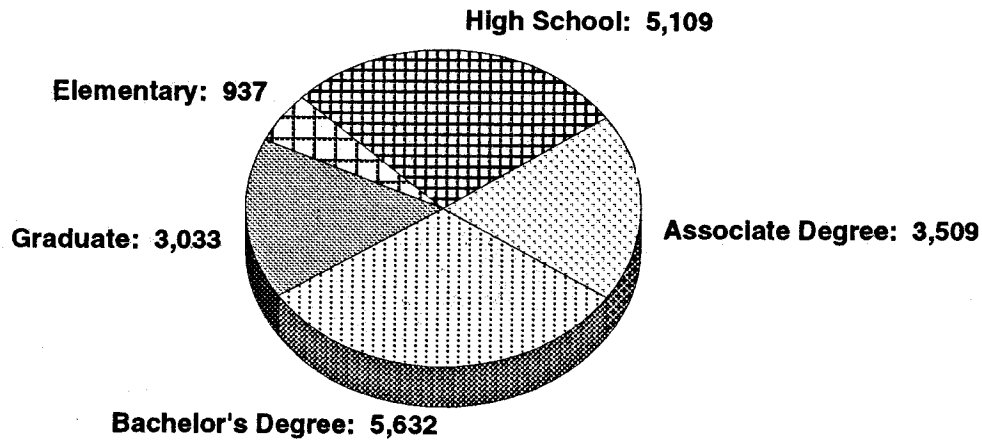
**Figure 2-5: Racial Distribution, City of San Luis Obispo**  
(Source: 1990 U.S. Census)

The share of employment within San Luis Obispo is very close to the countywide percentage, despite the presence of a large university student population, as shown in Figure 2-6.



**Figure 2-6: Labor Force: Employed, Unemployed, and not in Labor Force**  
(Source 1990 U.S. Census)

Educational attainment within San Luis Obispo has the characteristics shown in Figure 2-7 below.



**Figure 2-7: Educational Attainment: Elementary, High School, etc.**  
(Source: 1990 U.S. Census)

**Housing.** Within San Luis Obispo, the 1990 U.S. Census estimated that the housing stock consisted of 17,877 dwellings, of which 925, or 5.2 percent, were vacant. At that time, the countywide vacancy rate was 11 percent. Housing data varies frequently due to seasonal and economic cycles, and current real estate information should be consulted. Additional housing information is shown in Table 2-1:

**Table 2-1: Housing and Income:  
City of San Luis Obispo**

Occupied dwellings	16,952
Vacant dwellings	925
Vacancy rate (%)	5.2
Persons per household	2.4
Median housing price	\$241,100
Median Household Income	\$25,982

(Source: 1990 U.S. Census)



**Ricketts family, 1901, San Luis Obispo**  
Courtesy County Historical Museum

## Economy

The city of San Luis Obispo is a regional trade center, a tourist destination, and the county seat. As the central economic place within the county, it is capable of attracting business by offering support services in greater number and variety than most outlying communities. However, its population growth is not anticipated to be in proportion with the remainder of the county, due to a lack of adequate sites and public services to support development of housing needed for existing and future locally employed persons.



**Strasbaugh, Buckley Road**

Sources of past economic growth have been employment increases in government, industry, agriculture and tourism. However, that growth has been outpacing the city's ability to increase the capacity of resources and public services necessary to support an increasing population and economy. The next five years provide an opportunity for the county and the City of San Luis Obispo to cooperate on approaches that will serve stable economic growth while sustaining long-term available natural resources. Employment is desirable in growing businesses that pay high-wage jobs which are suitable for the local population.

The county Business Retention, Expansion and Attraction Study (1994) calls attention to the assets and liabilities of San Luis Obispo County, and it concludes that economic

development involves a multi-base strategy. Consistent with the study, the business climate can improve if: (1) an effective system of economic development is created, and it focuses on certain types or "clusters" of business, (2) urban services are provided to non-residential land and building needed to support those business clusters, (3) regulations are tailored to facilitate the desired kinds of business development, (4) local educational institutions provide curriculum opportunities in support of these clusters of business development, (5) local financial institutions streamline their policies to assist business development and related support facilities, and (6) additional affordable housing is provided along with required support facilities such as schools, parks and libraries.



The study suggests that business development will progress more readily if it is consistent with the social, economic and environmental assets of the county. Within that context, certain industry "clusters" are best suited to the county in the following groupings, in alphabetical order:

- **Agriculture** including crop and animal production, biotechnology, food processing and support industries.
- **Business services** that include a wide variety of support services, including computer and office support.
- **Computer** development such as software design, entertainment and tele-communications, and information processing.
- **Construction** including architectural and engineering services, construction, financing and real estate services.
- **Environmental** research, monitoring services and pollution control product development.
- **Health care** services and research that address the needs of the county's population and education facilities.
- **Light Industry** including textile and apparel products, electronics manufacturing, and printing, publishing and allied products.
- **Tourism** services to promote travel, recreation, amusements, shopping and lodging.

These eight groups of economic development are particularly feasible in the San Luis Obispo planning area due to the presence of two educational institutions, Cuesta College and Cal Poly, and other major existing governmental, financial and business services. Both the Economic Advisory Committee and the Economic Vitality Corporation can provide resources regarding economic development strategies.

Because the trade area of San Luis Obispo is region-wide, continued economic development may lead to larger regional facilities locating in this planning area. The city of San Luis Obispo may accommodate most commercial and industrial facilities needing urban services or having large numbers of customers or employees. Other less intensive uses may locate within the designated Urban Reserve area adjacent and to the south of the city, depending on water availability and industrial support facilities such as the airport and an adequate road network. This area is referred to in this area plan as the "airport area." Substantially increased industrial activity in the airport area appears to be dependent upon obtaining supplemental water.



**Industrial development in the airport area**  
Courtesy Strasbaugh

**Fiscal Impacts.** A key issue of economic growth will be whether local governments can provide the necessary facilities and services to serve development. Given the tax structure within California, public revenues needed to pay the costs of development are more completely provided by retail and resort businesses that generate sales and transient occupancy tax revenue, and by high-value development that provides higher property tax assessments. Residential development typically provides less revenue than its proportional share of costs.

In response, some jurisdictions have focused primarily on attracting retail sales to improve their fiscal positions. Others have placed priority on tourism to bring in retail sales and transient occupancy tax. These strategies have their merits and should be part of the overall strategy in the county. However, there are only so many retail sales possible in any region. Taking a "fiscal" approach to zoning (competing to gain the highest tax revenues) could be counter-productive within the whole county's economy. Over-building can occur, or tax dollars can be "diverted" from neighboring jurisdictions within the county. Also, many (although not all) of the jobs in retail and motel developments are low-paying.

Several strategies can supplement those that simply encourage fiscally positive development. Public service costs can be minimized through land use policies that encourage compact development for efficient (and less costly) water supply, sewage disposal, transportation and other services. More coordinated regional tax sharing among the county and cities could reduce the competition between communities for tax revenue, potentially lowering the fiscal incentives that support suburban and commercial sprawl.

More comprehensive approaches to economic development can indirectly achieve positive fiscal revenues by seeking to achieve stable types of employment with high wages. The clusters of related businesses described on page 2-7 can be nurtured through a number of public and private programs, producing a more resilient regional economy that provides good-paying, steady employment. Residents with good jobs can afford to spend more on housing and a wide variety of goods and services, bolstering local retail sales and property values, which in turn benefit public revenues. Thus, a comprehensive approach can ultimately provide for local fiscal strength.

Within the San Luis Obispo planning area, the short-term economic prospect is for a continuation of the historical trend of non-retail development, primarily in business services and light industry in the urban "airport area." It appears that the current mix of uses does not generate enough public revenues for the service needs of the entire planning area. Annexation of the airport area could provide a different cost/revenue context that should be mutually beneficial to the city and county. All of the economic development strategies should be evaluated further.

## CHAPTER 3: PUBLIC FACILITIES, SERVICES & RESOURCES

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**San Luis Obispo County Airport - McChesney Field**

### **I. Introduction**

This chapter provides a description of public facilities, services and basic resources within the San Luis Obispo planning area. It identifies capacities and compares them with current and projected demand levels, based on 1995 information. Also, it identifies appropriate programs the county might use to deal with current and potential deficiencies and to develop a better understanding of resource situations where reliable information is currently lacking. Where appropriate, resource narratives are augmented by graphs indicating estimated resource demand as the population increases toward buildout. Projections of future demand are by the Department of Planning and Building, based upon 1995 per capita demand and a constant annual growth rate.

### **Relationship to Planning Policies and Programs**

The County General Plan contains goal statements that apply to the provision of public facilities, services and resources. As expressed in Framework for Planning, the goals are:

"Balance the capacity for growth allowed by the land use element with the sustained availability of resources."

"Provide for a sustainable rate of orderly development within the planned capacities of resources and services and the county's and citizens' financial ability to provide them."

"Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels."

### **Service Providers in the Planning Area**

Public services are provided to county residents by a variety of jurisdictions, including the City of San Luis Obispo, County Service Areas (CSAs) 18 and 22, single-purpose special districts, the San Luis Coastal and Lucia Mar school districts and by the county itself.

The incorporated city of San Luis Obispo is responsible for land use planning and providing public services to appropriate areas within its boundaries. Outside the city limits, the urban reserve line (URL) defines the growth area that is planned to be provided with urban services within a 20-year time frame, depending upon resource development and service expansion. Urban reserve and village reserve lines (VRL) define growth areas around unincorporated communities where, in some cases, special districts exist to provide some but not all of the services provided by incorporated cities. For all areas outside city limit boundaries, land use planning is the county's responsibility.

The policies of the city's adopted General Plan are generally reflected in the Land Use Element of this plan to ensure coordinated land use planning for the surrounding urban/suburban fringe and adjacent areas beyond the urban reserve line. Depending on resource availability and service extensions, areas within the urban reserve line may ultimately be annexed to the city; however, the city policy of not providing services in unincorporated areas affects the timing of development to urban densities and may result in the implementation of alternative strategies for provisions of services (such as through a county service area, community services district, or private entity) prior to annexation to the city.

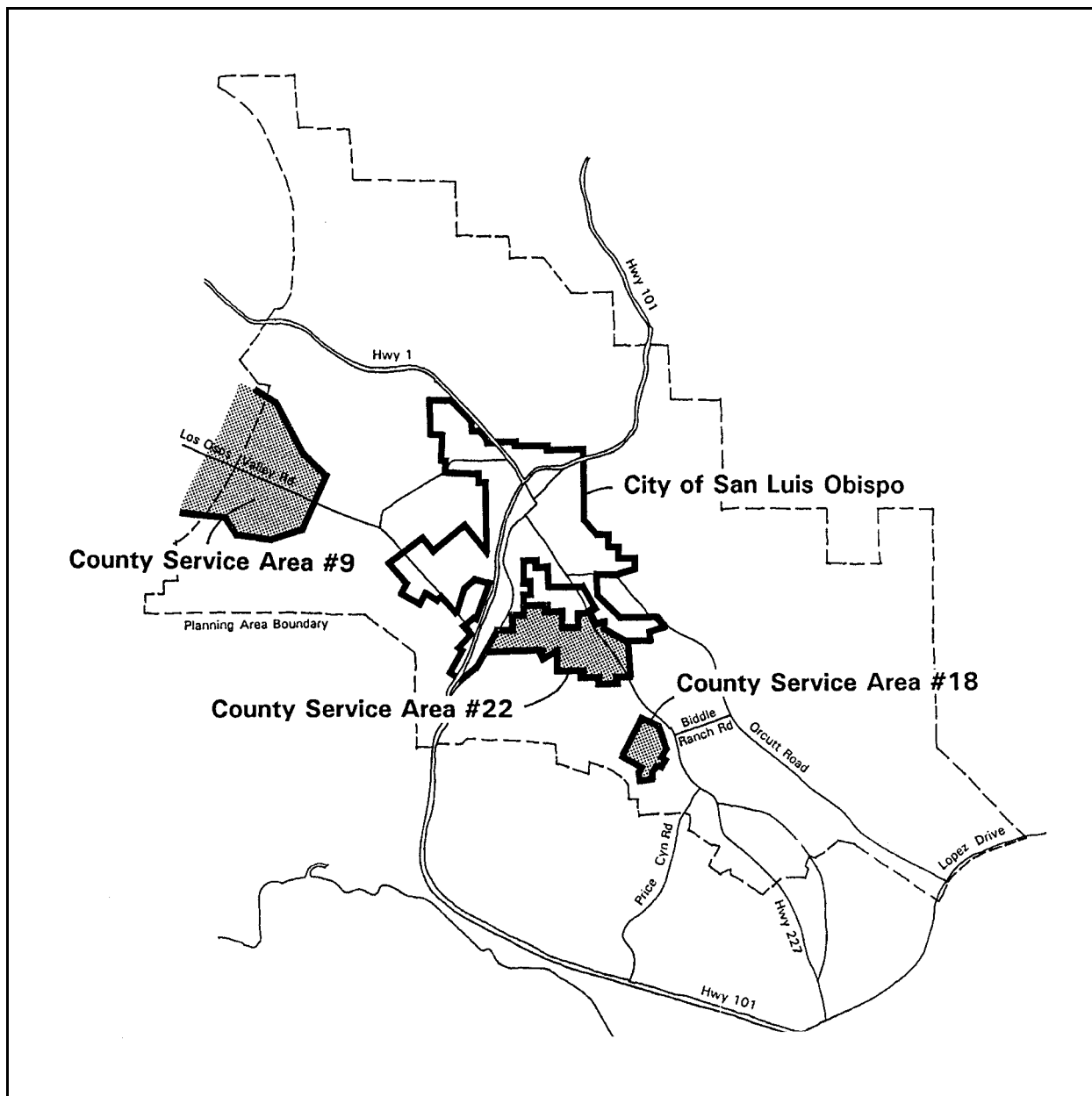
Public schools for levels K through 12 are provided in most parts of the planning area by the San Luis Coastal School District. Lucia Mar School District serves some of the southern-most portions of the planning area, including areas along Tiffany Ranch Road, Corbett Canyon Road, and along the portion of Highway 227 south of Price Canyon Road. The areas covered by these school districts are shown in Figure 3-4 (see page 3-13).

In the unincorporated portions of the planning area, urban services are provided by county service area 18 and Zone 9 of the Flood Control and Water Conservation District.

CSA #9 was formed to provide services to the community of South Bay in the neighboring Estero planning area. Boundaries were extended east into the San Luis Obispo planning area, anticipating future irrigation service, but that need has not arisen. No other services were planned for the eastern end of this service area, and it is not expected that any services will be necessary in the foreseeable future.

CSA #18 operates and maintains (exclusive of portions needed for irrigation disposal) a community sewer system in the Los Ranchos/Edna Village Specific Plan area to serve all individual ownerships within its boundaries. The CSA may eventually be expanded to cover the entire Los Ranchos/Edna Village area. Zone 9 of the Flood Control and Water Conservation District encompasses the San Luis Obispo Creek watershed, portions of which extend into adjacent planning areas. (Amended 1987, Ord. 2321)

CSA #22 was established to finance the cost of consultants assisting with the preparation of a specific plan for the approximately 1,700 acres of land between the county airport and the city limits. This planning effort was intended to provide information needed to make future service decisions. Once the specific plan is completed, CSA #22 will either be terminated or amended to finance other services (possibly even construction of public facilities).



**Figure 3-1: Service providers**

## II. STATUS OF PUBLIC FACILITIES, SERVICES AND RESOURCES

This section discusses the availability of public facilities, services and resources for the San Luis Obispo Planning Area. The information is the best available at the time of preparing the final draft of the plan. However, the status of the RMS resources (water supply, sewage disposal, schools, roads, air quality and parks) is frequently updated as new information becomes available. Current information, including Levels of Severity, may be found in the appendix to this area plan and in the most recent edition of the Annual Resource Summary Report and in Appendix D of Framework for Planning. Appendix D indicates which Levels of Severity have the status of staff recommendations and which have been certified by the Board of Supervisors following public hearings.

Appropriate levels of service for urban, suburban and rural areas are discussed in Framework for Planning. The following portions of the text discuss service concerns that directly affect the San Luis Obispo planning area. Services included in the Resource Management System are identified by "(RMS)" following the heading.

### **Monitoring the Availability of Resources: The Resource Management System**

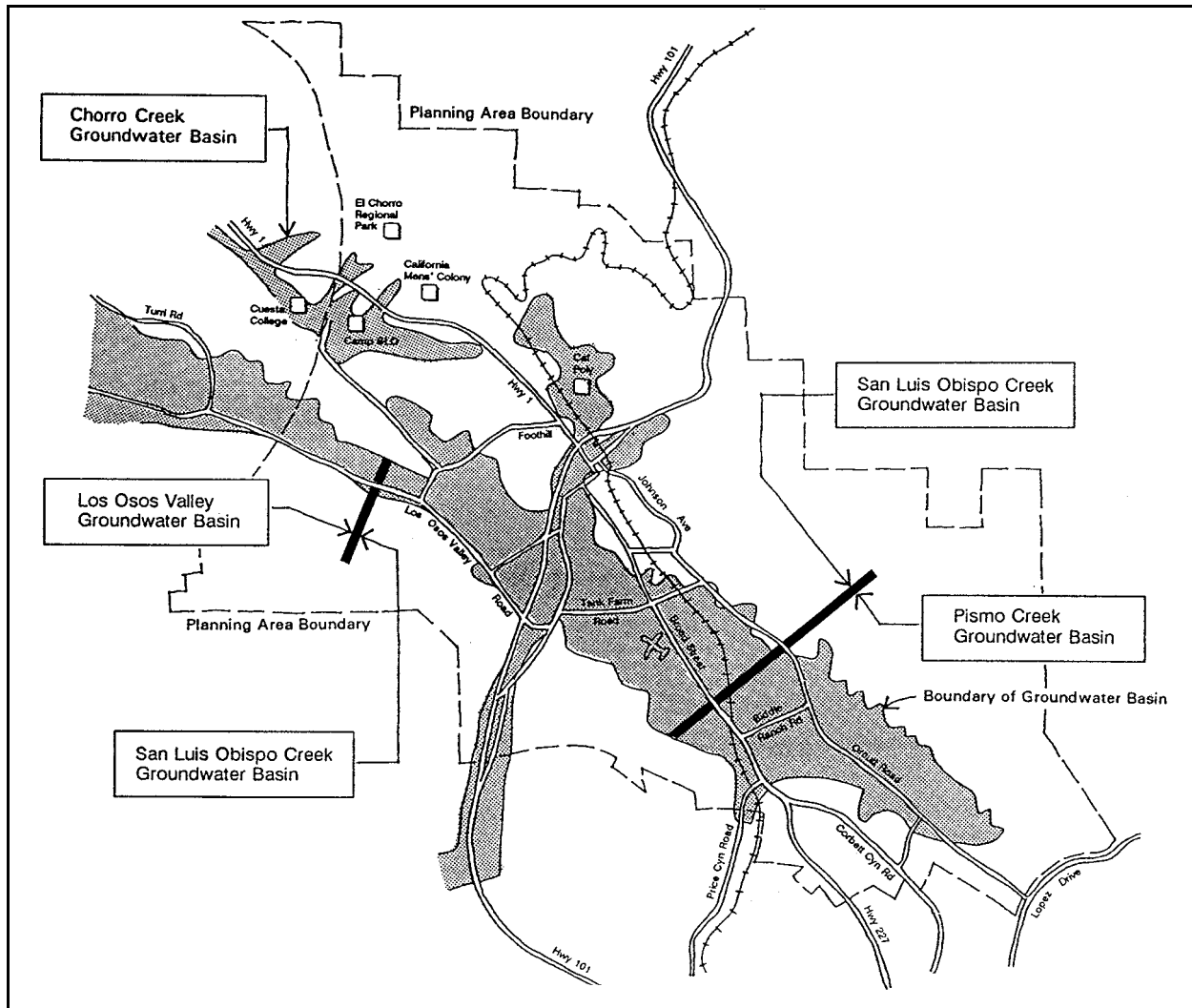
To monitor the relationship between resources and demand levels, the county has developed the Resource Management System (RMS). This system monitors specified essential resources and reports on their current status in an Annual Resource Summary Report. The RMS uses three "levels of severity" to inform decision makers of current and potential deficiencies. The Annual Report identifies actions being taken to address resource problems.

Resources included in the Resource Management System are water supply, sewage disposal, schools, roads, air quality and parks. The RMS is fully discussed in Framework for Planning, Inland Area. Resource information in this chapter is generally current through the end of 1995. The most recent data may be found in the latest edition of the Annual Resource Summary Report.

### **Water Supply (RMS)**

Water is supplied to the San Luis Obispo planning area from two surface reservoirs and four groundwater basins. Whale Rock reservoir near Cayucos supplies water to the City of San Luis Obispo, Cal Poly, Cuesta College, the California Mens' Colony, the County Operations Center and Camp San Luis Obispo. Up to 110 acre-feet per year (AFY) of Whale Rock water is available via Chorro Reservoir and the California Men's Colony Water Treatment Plant to Cuesta College, Camp San Luis Obispo and the County Operations Center. Also, Chorro Reservoir stores water which flows into it from the small adjacent watershed, to be used by Camp San Luis Obispo and the California Men's Colony. Salinas reservoir, located in the Salinas River watershed east of Santa Margarita, serves the City of San Luis Obispo. The two reservoirs combined provide an annual supply of 8540 acre-feet (AFY).

The San Luis Obispo Creek groundwater basin underlies the city and the northwestern end of the Edna Valley and extends south along the creek to San Luis Bay. The Pismo Creek groundwater basin underlies the southeastern three-fourths of the Edna Valley. The eastern portion of the Los Osos Valley groundwater basin extends into the San Luis Obispo planning area along Los Osos Valley Road. The Chorro Creek groundwater basin extends into the planning area along Highway One in the vicinity of Camp San Luis Obispo. The map in Figure 3-2 (on page 3-6) shows the general location of the groundwater basins. Currently published studies estimate the total combined safe annual yield of the San Luis Obispo Creek and Pismo Creek groundwater basins at 4500 AFY.



**Figure 3-2: Groundwater Basins**

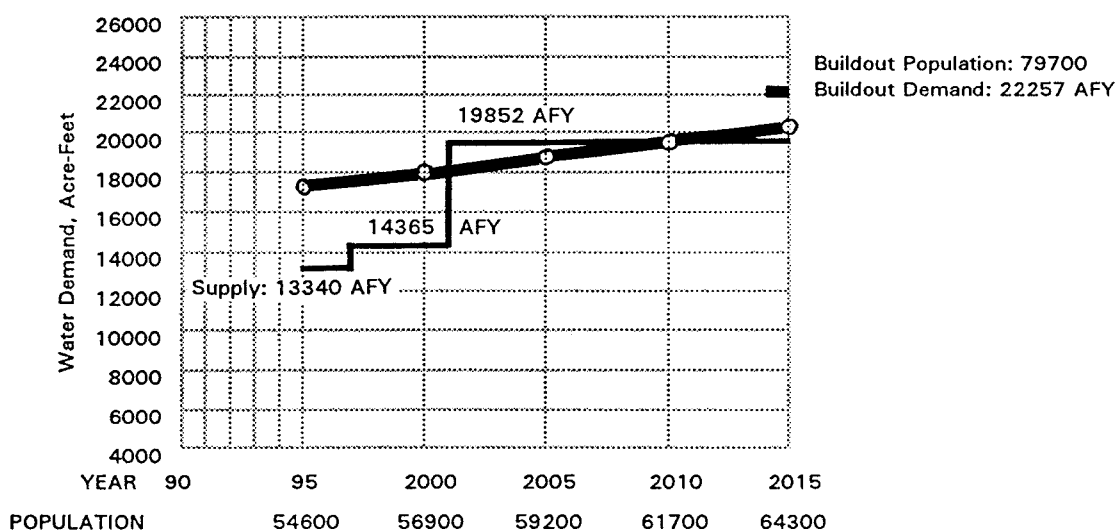
In addition to the current supply, supplemental water from the State Water Project and the Nacimientto Project will be added to the total water supply of the San Luis Obispo planning area. Three subscribers in the planning area have contracted for 1025 AFY of State water. Six planning area subscribers representing 5487 AFY are currently participating in studies leading to implementation of the Nacimientto project. Thus, the planning area's current water supply is approximately 13,040 AFY. This will be increasing to 14,065 AFY when the State Water project is completed and to 19,552 AFY when the Nacimientto project becomes operational. Water supply for the planning area is summarized in Table 3-1.

**Water Demand.** In addition to the City of San Luis Obispo, primary water users in the planning area are the urban land uses within and adjacent to the city and agriculture in the Los Osos and Edna Valleys. As estimated in the draft EIR, agriculture water demand in the planning area was approximately 8440 AFY, about two-thirds of it in the Edna Valley. The City of San Luis Obispo is the planning area's largest non-agricultural water user. Prior to the six-year drought, city demand was greater than 8000 AFY. However, an aggressive conservation effort has reduced demand by about 30 percent. Also, since the end of the drought, the city has adopted a policy limiting its extractions from the groundwater basin to no more than 500 AFY.



**Crops on Los Osos Valley Road**

**Comparison of Supply and Demand.** Water demand is compared to water supply to help estimate the planning area's capacity to support additional land development. Current supply is approximately 13,040 AFY -- 8,540 AFY from the two reservoirs and 4,500 AFY from the two primary groundwater basins. Current demand is approximately 19,000 AFY, about 46 percent greater than current supply. Projected demand to serve buildout of the entire planning area, including the city, is approximately 24,300 AFY, compared to a projected supply of about 19,600 AFY, which is 4,700 AFY or 19 percent less than demand. Anticipated increases from importation of



Source: City of San Luis Obispo, Cal Poly, Draft EIR, County Engineering Department

**Figure 3-3: Projected Water Demand**



surface water are greater than the projected increase in demand. This will reduce, but will not eliminate, the overall supply deficit. The current and projected deficits in overall water supply are due to extractions in excess of the estimated safe annual yield of the planning area's primary groundwater basins. The groundwater deficit will not be significantly reduced by importation of surface water, unless some current users can replace groundwater extractions with surface water. Supply and demand figures are summarized in Figure 3-3 and Table 3-1.

<b>TABLE 3-1</b> <b>Water Supply and Demand</b> <b>San Luis Obispo Planning Area</b> <b>(Acre-feet per year)</b>							
Water User	Supply					Demand	
	Surface Water	Ground-water	State Water Project	Nacimiento Project	Total Supply	Current	Projected (Buildout)
City of SLO	8540 <sup>2</sup>	500 <sup>3</sup>		3380	12420 <sup>12</sup>	5694	8915 <sup>6</sup>
Los Ranchos/Edna		<sup>3</sup>		50	50 <sup>9</sup>	471	606
Airport Area		<sup>3</sup>		970	970 <sup>9</sup>	217	567
Other Urban		<sup>3</sup>		132	132 <sup>9</sup>	730	942
Rural, Non-Ag		<sup>3,4</sup>		955	955	1867	3055
Agriculture		<sup>3,4,8</sup>			GW	8440	8440
CMC	<sup>1</sup>		400		<sup>1</sup>	800	800
Camp SLO/Opn Ctr	<sup>1</sup>		425		<sup>1</sup>	116	130
Cuesta College	<sup>1</sup>		200		<sup>1</sup>	324	417
Cal Poly Domestic	<sup>1</sup>				<sup>1</sup>	<sup>5</sup>	<sup>7</sup>
Cal Poly Ag	<sup>1</sup>	<sup>3</sup>			<sup>1</sup>	400 <sup>11</sup>	400 <sup>11</sup>
Total	8540	4800 <sup>10</sup>	1025	5487	19552 <sup>12</sup>	19059	24272

1 Included in City of San Luis Obispo supply.

2 Salinas Reservoir: 4800 AFY; Whale Rock Reservoir: 3740 AFY.

3 San Luis Obispo Creek groundwater basin: 2250 AFY; SLO City policy limits groundwater use to 500 AFY.

4 Pismo Creek groundwater basin: 2250 AFY.

5 Included in City of San Luis Obispo demand.

6 Based on buildout population of 54,900 and consumption rate of 145 gpcd.

7 Included in City of San Luis Obispo projected demand.

8 Los Osos Valley groundwater basin.

9 Assumes use of surface water replaces groundwater use. However, groundwater remains available to these users.

10 Combined estimated safe annual yield of San Luis Obispo Creek and Pismo Creek groundwater basins. Also includes portion of Los Osos Valley groundwater basin (300 AFY).

11 Approximately 200 AFY is groundwater, 200 AFY from reservoirs.

12 Includes 400 AFY reduction in reservoir yield due to siltation.

The city is expected to begin implementing wastewater reclamation programs to make more efficient use of its available water supplies. For example, the city has completed an upgrade to its sewage treatment plant, making approximately 1,200 acre-feet of reclaimed water available each year for non-potable uses such as landscape irrigation. The groundwater situation will be clarified by the completion of joint study by the State Department of Water Resources and the San Luis Obispo County Flood Control and Water Conservation District.

Since the water reclamation programs have yet to be fully implemented and the groundwater study remains incomplete, this area plan's land use policies provide for the possibility of relatively scarce local water resources. In other words, types and intensities of new development will be limited until the additional water supplies are made available. Also, expansion of existing land uses will be required to prepare water management plans to show how they will conserve this limited resource.

### **Sewage Disposal (RMS)**

Sewage disposal needs of the rural and urban reserve portions of the planning area are served primarily by individual septic systems. City collection and treatment facilities serve San Luis Obispo, and both septic systems and a package treatment plant serve the Los Ranchos/Edna Village area. The California Mens Colony operates a sewage treatment plant adjacent to Chorro Creek, which also serves Camp San Luis Obispo, Cuesta College and the County Operational center.

The city's existing sewage treatment facilities will be adequate to serve a projected population of 50,800. Based on population estimates, the city's urban expansion indicated by the urban services line should be adequately served with further incremental expansions of the facility's capacity.

The sewage treatment plant serving the Country Club area has the capacity to serve approximately 500 lots, and was operating at 61 percent capacity in 1995. Effluent from the treatment plant has experienced levels of salt and total dissolved solids (TDS) in excess of amounts allowed by permit. Discussions with the Regional Water Quality Control Board (RWQCB) have resulted in a revision of the allowable levels for TDS, sodium and chlorides and a change in sampling procedures which provides a more accurate assessment of effluent quality. As of 1995, the plant was in compliance with RWQCB regulations.

This sewage treatment plant is generating more sludge than was originally anticipated. There are no adverse impacts from this condition, other than the additional labor needed to remove and dispose of the sludge and the need for adequate disposal facilities. The plant operators are attempting to reduce the amount of sludge generated by adjusting the system's controls.

The Rolling Hills area has experienced a high rate of septic system failures during the rainy season in years of "normal" or greater rainfall. Failure rates were lower during the drought years of 1987-92. However, the potential exists for resumption of the problem. Consideration should be given to expansion of CSA #18 to include Rolling Hills and enable connection of that area to the sewer system.

### **Air Quality (RMS)**

San Luis Obispo County is designated a moderate non-attainment area for the state ozone and PM<sub>10</sub> (fine particulate matter 10 microns or less in diameter) air quality standards. In response to this condition, the Board of Supervisors certified a Resource Management System Level of Severity II for countywide air quality in November, 1989. Ozone concentrations measured throughout the county exceed the state standard an average of two to four days each year. Violations of the state PM<sub>10</sub> standard are recorded an average of three to six days

per year, countywide; since sampling for PM<sub>10</sub> is conducted only once every 6 days, the Air Pollution Control District (APCD) estimates that levels exceeding the state standard may actually occur about 20 to 30 days per year. Ozone and PM<sub>10</sub> levels in the San Luis Obispo planning area are shown in Tables 3-2 and 3-3 (on pages 3-11 and 3-12). Ozone air quality appears to be improving countywide over the past 10 years, which suggests that ongoing industrial and vehicular pollution controls are accomplishing their intended goals.

Ozone, the primary constituent of smog, is formed in the atmosphere through complex photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight. Short-term exposure to higher concentrations of ozone can cause or contribute to a variety of respiratory ailments, while long-term exposure to lower concentrations may result in permanent lung damage. In San Luis Obispo County, the primary sources of ROG are motor vehicles, organic solvents, the petroleum industry and pesticides. The primary sources of NO<sub>x</sub> are motor vehicles and fuel combustion by utilities, the petroleum industry and other sources.

<b>TABLE 3-2</b> <b>MAXIMUM OZONE CONCENTRATIONS</b> <b>(Number of Violation Days)</b>								
Location	Averaging Time	Units	1989	1990	1991	1992	1993	1994
San Luis Obispo	1-Hour	ppm	0.12 (6)	0.08	0.09	0.08	0.09	0.07
State Standard	1-Hour	ppm	0.09					

ppm    Parts per million

Source: San Luis Obispo County Air Pollution Control District

PM<sub>10</sub> is fine particulate matter 10 microns or less in diameter, and consists of many different types of particles which vary in their chemical activity and potential toxicity. It can be emitted directly to the air by man-made and natural sources or be formed in the atmosphere as a by-product of complex reactions between gaseous pollutants. PM<sub>10</sub> is particularly important from a health standpoint due to its ability to bypass the body's air filtering system, traveling deep into the lungs where it can lodge for long periods. Major sources of PM<sub>10</sub> in San Luis Obispo County include vehicle travel on paved and unpaved roads, demolition and construction activities, agricultural operations, fires, mineral extraction and wind-blown dust.

<b>TABLE 3-3</b> <b>MAXIMUM PM10 CONCENTRATIONS</b> <b>(Number of Violation Days)</b>								
Location	Averaging Time	Units	1989	1990	1991	1992	1993	1994
San Luis Obispo	24-Hour	ug/m <sup>3</sup>	55 (2)	42	52 (1)	36	57 (1)	37
State Standard	24-Hour	ug/m <sup>3</sup>	50					

ug/m<sup>3</sup>    Micrograms per cubic meter

Source: San Luis Obispo County Air Pollution Control District

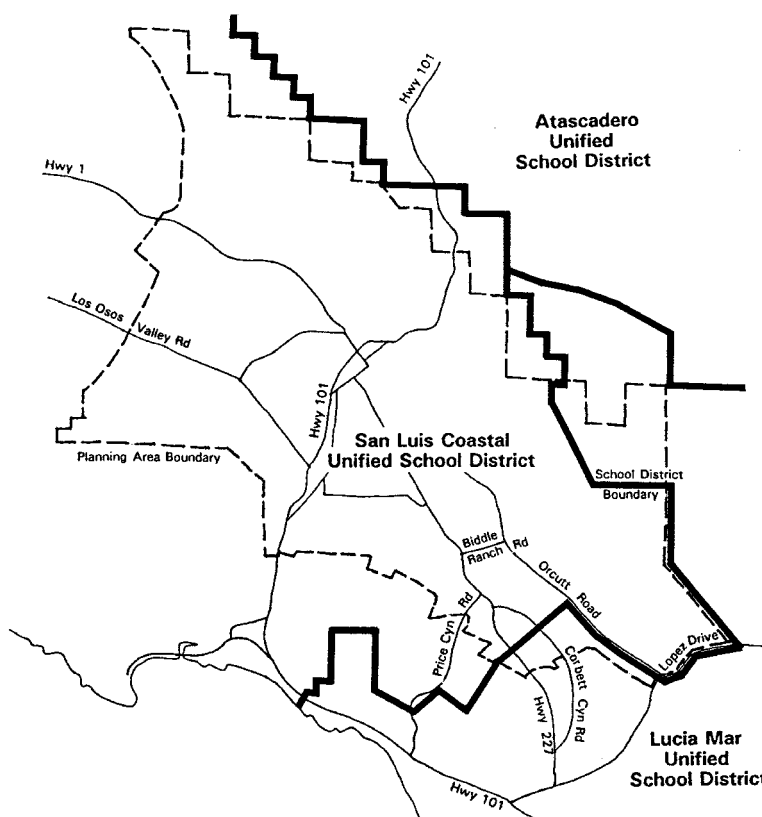
State law requires that emissions of nonattainment pollutants and their precursors be reduced by at least 5% per year until the standards are attained. The 1991 Clean Air Plan (CAP) for San Luis Obispo County was developed and adopted by the Air Pollution Control District to meet that requirement. The CAP is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources, as well as from motor vehicle use. In 1995, an updated CAP was adopted by the APCD board. Implementation of the 1995 plan is expected to bring the county into compliance with the state ozone standard by the end of 1997.

Motor vehicles account for about 40 percent of the precursor emissions responsible for ozone formation, and 50 percent of direct PM<sub>10</sub> emissions. Thus, a major requirement in the CAP is the implementation of transportation control measures and land use planning strategies designed to reduce motor vehicle trips and miles traveled by local residents. All jurisdictions are expected to incorporate applicable strategies in their land use planning and project review process to ensure that motor vehicle use and emissions resulting from existing and new development are minimized to the maximum extent feasible. As described in the County's Resource Management System, the county will implement applicable transportation and land use planning strategies recommended in the CAP through incorporation of these strategies in the county general plan, focusing on the land use and circulation elements and updates of those elements for each of the county's planning areas.

### Public Schools (RMS)

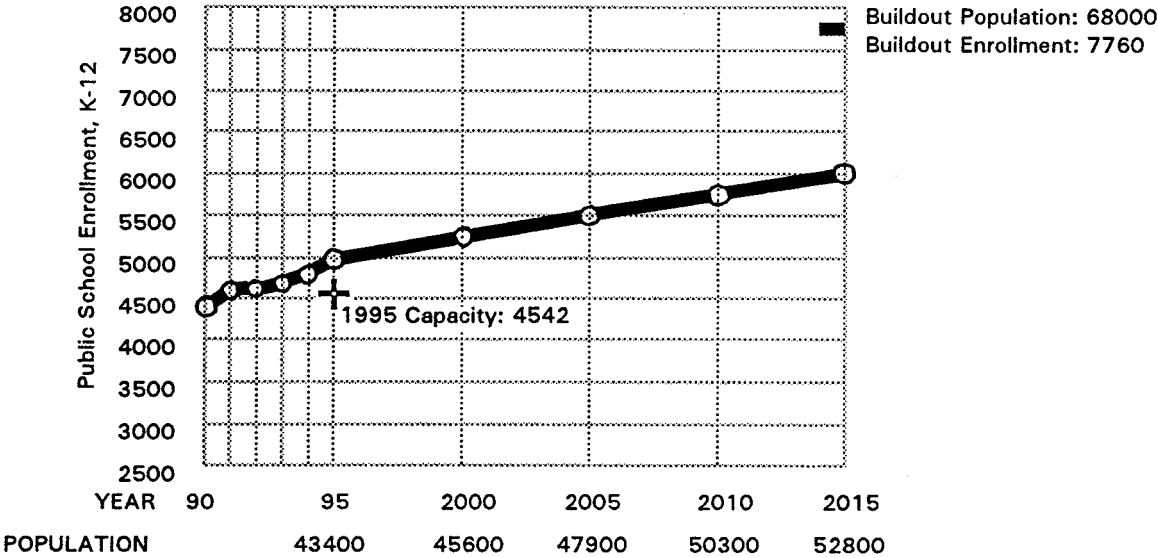
Most of the planning area lies within the San Luis Coastal Unified School District. The Lucia Mar School District serves a few of the southernmost portions of the planning area, including areas along Tiffany Ranch Road, Corbett Canyon Road, and Highway 227 south of Price Canyon Road.

Elementary schools in San Luis Obispo and Laguna Middle School have had long-standing shortages of capacity, compared to enrollment. In 1995, enrollment in these schools exceeded capacity by about twenty-five percent. However, a favorable outcome to the litigation regarding the 1993 bond election has made it possible for the district to begin implementation of plans to expand the elementary and middle schools and to make qualitative improvements to San Luis Obispo High School. Recent enrollment trends and projections are shown in Figure 3-5 (on page 3-14). In 1996, enrollment in Lucia Mar School District elementary schools exceeded capacity by 15 percent, while high school enrollment exceeded capacity by 27 percent and middle schools were 7 percent over capacity.



**Figure 3-4: School District Boundaries**

Cuesta College, a two-year community college serving all of San Luis Obispo County, is located at the western edge of Camp San Luis Obispo. Enrollment has grown from about 400 in 1964 to 7,880 students in 1995. During the eight-year period beginning in 1988, enrollment has varied no more than 4 percent from an average of 7,800 students. A second campus has been proposed to serve the north county area .



**Figure 3-5: Public School Enrollment**

California Polytechnic State University (Cal Poly) is a part of the California State University system offering both undergraduate and masters degrees with major academic emphasis on agriculture, engineering and architecture. Enrollment at Cal Poly tripled from 1960 to 1973, but it has experienced only modest growth in recent years. Because of budget cuts in the state university system, enrollment dropped to 15,440 in 1994, down from 17,750 in 1990. 1995 enrollment was 16,023 - up 3.7 percent from the 1994 low. Beyond the major complex of classroom buildings, located just outside the city boundaries, Cal Poly leases or owns much of the bottom land in the Chorro Valley and along Stenner Creek for experimental agriculture and similar activities. (Note: Post-secondary schools are not included in the resource management system.)

**Private Schools**

There are a number of private schools that operate in the planning area. They include the Laureate School, Greenhills School of SLO, Mission College Preparatory, and numerous others.

## Roads (RMS)

Discussion of roads issues may be found in Chapter 4, Circulation, and in the Annual Resource Summary Report.

## Natural Resources

**Biological Resources.** Several distinct major plant communities are present in the San Luis Obispo planning area. Most prevalent in the planning area is the non-native grassland community, which occurs in about 70 percent of the undeveloped, un-cultivated area. Coastal sage scrub communities, located primarily at low elevations and along steep slopes with shallow soil, account for about 10 percent of the area. Oak woodlands also occur in about ten percent of the undeveloped area. The riparian scrub/riparian woodland communities and the chaparral communities each represent about five percent of the area.

The San Luis Obispo planning area is home to a wide variety of fish, amphibians, reptiles, birds, insects and mammals, including rainbow and steelhead trout; frogs, toads and salamanders; various lizards, snakes and turtles; hawks, owls, hummingbirds, herons, egrets and blackbirds; and opossums, rabbits, squirrels, coyotes, raccoons, mountain lions, deer, rodents and bats, to name a few. A more extensive listing may be found in the EIR.



**Oak Woodland - Cuesta Ridge**

Several sensitive habitats, plant species and animal species are known to occur in the San Luis Obispo Planning Area. The term "sensitive species" includes plants and animals officially listed by a regulatory organization or agency such as the California Department of Fish and Game, and those considered to be of local concern by recognized monitoring agencies such as the California Native Plant Society or the Audubon Society.

Sensitive habitats include the central maritime chaparral communities, the serpentine bunchgrass communities and the freshwater marsh community at the northern extremity of Laguna Lake. Sensitive aquatic species include the steelhead trout and tidewater goby. Three sensitive amphibian species that may occur in the planning area are the California red-legged frog, the foothill yellow-legged frog and the California tiger salamander. The southwestern pond turtle, the California horned lizard and the silvery legless lizard are the sensitive reptiles found in the planning area. Sensitive mammals include two species of bats and the American badger. Sixteen species of birds are considered to be in the "sensitive" category. Ten of these are birds of prey, including the peregrine falcon, which is a federally-listed endangered species.

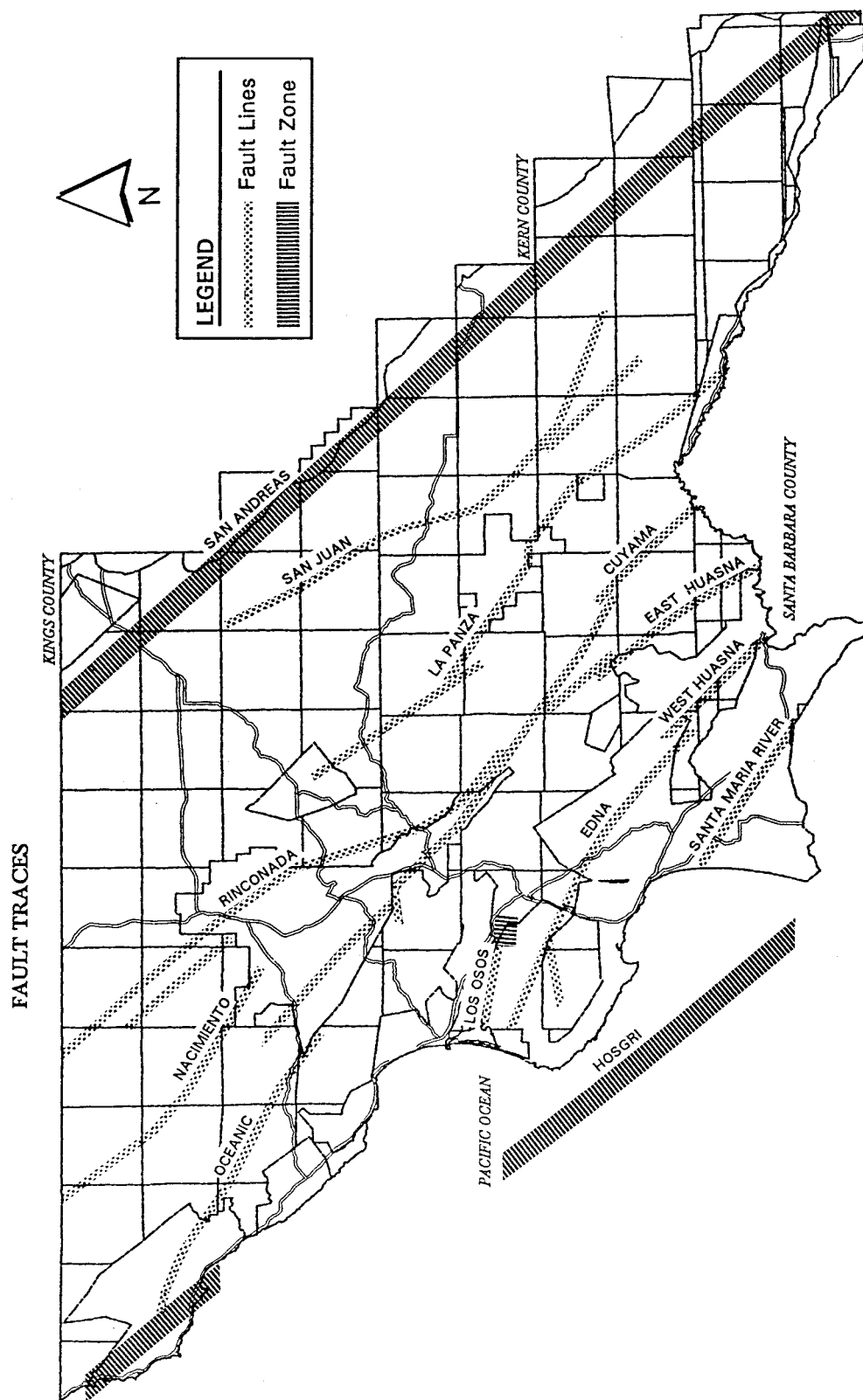
The maintenance of wildlife migration corridors is an essential element in any program to protect endangered species. Migration corridors such as drainage courses and adjacent upland habitats, provide critical linkages between islands of open space.

**Geological Resources.** The San Luis Obispo area is located within the geologically complex southern coast range province. The area is underlain primarily by a 180 million year old mixture of consolidated igneous, metamorphic and sedimentary rocks. The upper surface of these non water-bearing formations is highly irregular, ranging in depth from less than 50 feet to as much as 500 feet below the ground surface. Water-bearing sediments in the form of clay, silt, sand, gravel and sandstone overlie the older consolidated formations, except for the volcanic plugs which rise above the valley floor (the chain of morros extending from Islay Hill to Morro Rock) and other less significant outcroppings.

The planning area is located in a seismically active region which includes several active earthquake faults, as shown in Figure 3-6 (on page 3-17). The Los Osos fault zone extends into the planning area from the northwest, generally between the Irish Hills and Los Osos Valley Road. This zone has the potential for seismic events up to a magnitude 6.75 on the Richter Scale. The San Andreas fault zone, about 40 miles east of the city of San Luis Obispo, has the potential for magnitude 8.5 events. The Rinconada, Nacimiento and San Simeon-Hosgri fault zones are also located in the vicinity of the San Luis Obispo planning area, but are considered to have less significant hazard potential. In addition to earthquakes, geologic hazards associated with fault zones include ground rupture, liquefaction of alluvial soils, generally in low-lying areas, and landslides on steeper, unstable slopes.

**Soils.** The geology, topography and drainage patterns within the planning area have helped define the soils found here. In the valley bottoms, alluvial soil groups typically are found, dominated by the Cropley-Salinas soils in the Edna area and Salinas-Marimel soils around San Luis Obispo Creek. These soils are very deep, nearly level to moderately sloping, and mostly well-drained. The surface layer ranges from sandy loam to clay. The Cropley-Salinas soils are well suited for dryland farming and irrigated pasture, while the Salinas-Marimel soils are well suited for irrigated row crops. The Salinas and Marimel soils are well suited for wildlife habitat development.

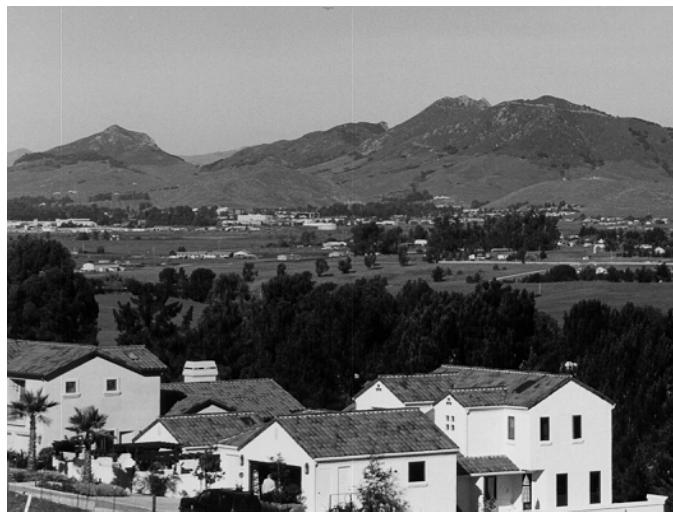
The major soil groups found in the hills and mountains include the Los Osos-Lodo-Diablo soils, Santa Lucia-Lopez-Rock outcrop soils, Nacimiento-Calodo soils and Rock outcrop-Obispo-Henneke soils. These soils are shallow to deep, moderately sloping to extremely steep and generally well drained. The surface layer ranges from loam to clay. These soils are used mainly as rangeland, with limited areas suited for dryland farming. The following soils are well suited for wildlife habitat development: Los Osos, Diablo, Santa Lucia, Rock outcrop and Nacimiento.



**Figure 3-6: Earthquake Faults**  
San Luis Obispo County



**Visual Resources.** The planning area is defined topographically by two parallel mountain ranges - the Santa Lucia Range along the northeast boundary and the Irish Hills along the southwest boundary. The valleys between the two ranges are punctuated by a chain of volcanic morros - Islay Hill southeast of the City of San Luis Obispo and Cerro San Luis, Bishop's Peak, Chumash Peak and Cerro Romauldo to the northwest. Outside the city, the primary visual resource consists of agricultural and open space lands contrasted with the volcanic peaks, all viewed against a backdrop of the more distant mountains bordering the planning area. Patterns of vegetation are also a significant visual element. The linear patterns of vineyards and other agricultural crops accentuate the contrast between foreground views and the distant mountain backdrop with its pattern of wooded areas and grasslands.



**The Morros from San Luis Obispo Country Club**

### **Solid Waste Disposal**

Solid waste disposal for the planning area is provided at the Cold Canyon Landfill, located adjacent to Highway 227 in the southern end of the planning area.

A new landfill site may be necessary prior to the 20-year horizon of this plan, as the current expansion approved by the county in 1992 is estimated to provide a 15 to 20 year extension of the existing site's use. Possible locations for a new landfill, and possibly a transfer station, will be identified in a siting element of the Integrated Waste Management Plan.

### **Drainage**

This planning area includes significant portions of Chorro, San Luis Obispo and Pismo Creek watersheds. The Chorro Creek watershed is being heavily monitored through the Morro Bay National Estuary Program. The San Luis Obispo Creek watershed is under the jurisdiction of San Luis Obispo County Flood Control and Water Conservation District Zone 9. The Pismo Creek watershed has no comparable management entity. The Urban Reserve Line is almost entirely within the San Luis Obispo Creek watershed and thus warrants the majority of this drainage discussion.

Flood Control Zone 9 includes all of the San Luis Obispo Creek watershed, but historically most efforts have focused on the portions within City limits and southerly of the City. Flooding problems in these areas are compounded by increased runoff from development, limited creek capacity and encroachments in the creek and floodplain.

In recent years numerous severe floods have occurred in the City and along the lower reaches of San Luis Obispo Creek. Accurate frequency analysis for these storms has not been performed, but it seems that the cumulative effects of development are contributing to higher flood levels from smaller storms than would be expected based on the storm's magnitude. In an effort to address flood impacts, the City participates in the National Flood Insurance Program's Community Rating System. This program identifies various options such as stricter flood damage prevention regulations that require flood proofing retrofits for remodels of existing structures and raising floor levels for new construction, also included are improved emergency response and public awareness education. In addition to these, the City works cooperatively with Flood Control Zone 9 for stream bed maintenance and clearing.

In 1977, a Master Plan for the San Luis Obispo Creek Watershed was completed by George S. Nolte & Associates. This plan identified the flood potential, and recommended numerous structural solutions to reduce flood hazards in the area. Most of these solutions had serious financial, environmental and political constraints so only a few minor recommendations have been implemented. The City and Zone 9 are in the process of updating this study and developing a comprehensive flood management plan for the entire watershed.

A drainage study conducted for the portion of the San Luis Obispo Urban Reserve between South Higuera Street and Highway 227 (the airport area) recommended the implementation of a program of regional drainage detention basins and on-site detention basins in the airport area as development proceeds, in order to reduce downstream flooding impacts. This proposed program could be implemented through Flood Control District Zone 9, or through a separate district formed to serve the airport area. Such a district could be an expanded CSA #22, or a new community services district or other type of special district.

In addition to these efforts by various governmental agencies, the San Luis Obispo Land Conservancy is implementing a grant funded program to identify and mitigate non-point source pollution problems within the watershed. They are conducting studies, monitoring, education and enhancement projects. It is not expected that these efforts will identify "solutions" to the flooding and erosion problems in this drainage basin, but it is anticipated that collectively, the efforts of the City, Zone 9 and the Conservancy will create a balanced approach to creek management to reduce the conflicts between development and the watershed ecosystems and to identify methods to limit impacts in the future.

## **Police Service**

With the exception of the city of San Luis Obispo, the entire planning area relies on the County Sheriff and the California Highway Patrol for police services. Response times for the Sheriff's Office vary based on allocated personnel, existing resources, time and day of week and prioritized calls for law enforcement services. The San Luis Obispo planning area is served by the Sheriff's coast station, Los Osos, and the south station in Arroyo Grande. The Highway Patrol office is located near the California Boulevard - Highway 101 interchange in the city. The city of San Luis Obispo is served by the city Police Station located on Santa Rosa Street.

## Fire Protection

Fire protection and emergency medical assistance for rural areas and areas between the city limits and the urban reserve line, are provided by the California Department of Forestry (CDF), which acts as the County Fire Department by contract with the county. Two CDF/County Fire stations are located in the planning area: the county headquarters is just north of the city limits on Highway 1; the second is at the San Luis Obispo County Airport south of the city on Highway 227. The city of San Luis Obispo provides fire protection within its corporate limits. Camp San Luis Obispo maintains its own fire department, while Cal Poly provides daytime service only.



**CDF/County Fire - Airport station**

## Emergency Medical Services

Ambulance service is provided through a contract with privately-owned companies located in the city of San Luis Obispo, and service is expected to be adequate for anticipated growth in the planning area. The county General Hospital, French and Sierra Vista hospitals are located within the city and provide emergency room treatment as well as major medical services. The California Highway Patrol (CHP) provides a helicopter service available for emergency transportation to local hospitals.

## Libraries

The main public library for the planning area is the joint city/county library, located at the corner of Osos and Palm streets in the City of San Luis Obispo. Additional libraries are provided at Cal Poly and Cuesta College, primarily for students and faculty, but they are also open to the public.

## Human Services

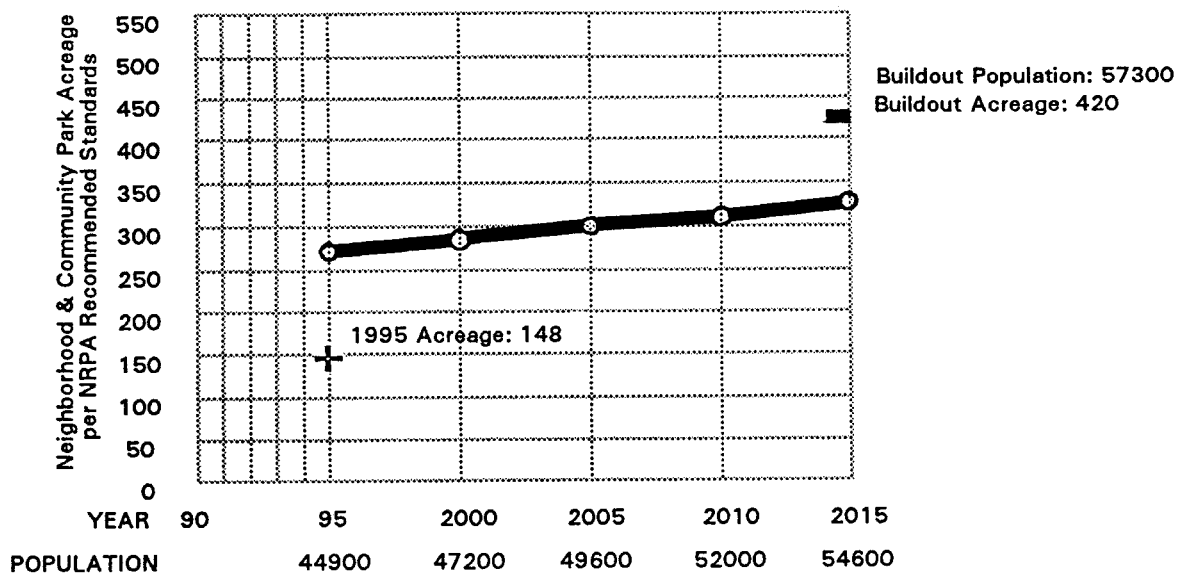
All offices providing human services (i.e., counseling, mental health, welfare, family planning) to residents of the planning area are located in San Luis Obispo.

## Government Services

Much of the northerly portion of the planning area is devoted to government facilities and public services, including California Men's Colony, County Operational Center, Camp San Luis Obispo, and the County Education Campus. An additional, significant government service facility is the County Airport, discussed in greater detail in the "Circulation" and "Combining Designations" chapters of this report (chapters 4 and 6, respectively).

## Parks and Recreation

A number of parks and a municipal golf course are located within the corporate limits of San Luis Obispo. These facilities also serve the surrounding areas. A golf course is proposed along the south side of Tank Farm between South Higuera Street and Santa Fe Road. Also, a neighborhood park is proposed in conjunction with future residential development along the southern base of the South Street Hills, but not until annexed into the city. Recommended neighborhood and community park acreage to serve the planning area population through buildout is shown in Figure 3-7.



**Figure 3-7: Recommended Park Acreage**  
San Luis Obispo Planning Area

Both Cuesta Park and Laguna Lake serve city and planning area residents. A major regional park facility, El Chorro Park, continues to be developed by the county adjacent to Highway 1 north of Camp San Luis Obispo and Cuesta College. The plan for the park includes: (1) picnic areas with group picnic shelters; (2) mountain bicycling along selected trails; (3) hiking and equestrian trails; (4) campgrounds; and (5) day-use facilities with 20 acres of turf, softball diamonds, and (6) a 150-acre botanical area. An 18-hole golf course and driving range occupy an adjacent site (Dairy Creek Golf Course). El Chorro Natural Area is located in the back section of the park. Vehicular traffic will be allowed only to key access points in the park. High use activities have been located in specific areas with clustered parking. Floodplains, hillsides and stream banks are retained for their scenic and wildlife values.

City-owned property in Reservoir Canyon has served as an informal recreation area for many years. Maintenance problems and trespassing onto neighboring properties continue, although some solutions have been attempted by the city at its current level of service. Minimal improvements, signing and policing could provide for day-use picnic and hiking activities, and acquisition of easements could also provide public trail access to other portions of the canyon. The county Parks and Recreation Master Plan, adopted in 1988, recommends a joint city-county planning program for Reservoir Canyon. A proposed trail route in the County Trails Plan links Cuesta Park via Reservoir Canyon to East Cuesta Ridge (Forest Service).

The San Luis Obispo Country Club (a private, for members only facility) with 18-hole golf course, swimming pool and tennis courts is the only designated recreation area within the Los Ranchos/Edna Village.



**Dairy Creek Golf Course**

### **III. PLANNING AREA SERVICE PROGRAMS**

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. Implementation of each LUE program is the responsibility of the county or other public agency identified in the program itself.

Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program should be based on consideration of community needs and substantial community support for the program, available funds and related cost.

The following public service programs for the San Luis Obispo planning area, and are grouped under general headings that identify in which portion of the planning area each program applies .

#### **Areawide**

1. **Basin Information.** The state Department of Water Resources should complete the pending study of the San Luis Obispo groundwater basin to determine more definitively the characteristics and capacities of the San Luis Obispo groundwater basin as well as trends of water supply and demand. Once this information is available, the city and the county should review their respective general plans and make adjustments where necessary to ensure that planned intensities of land uses dependent upon groundwater will not overdraft the basin, or worsen any existing overdraft conditions.
2. **Regional detention basins.** The county and LAFCO should consider amending the powers of CSA #22 to provide funding for establishment of regional storm water detention basins.

3. **Water Conservation Retrofit.** The county should adopt an ordinance and program to encourage developers to retrofit existing structures with water-conserving plumbing fixtures within the San Luis Obispo planning area.
4. **Flood Control.** The City of San Luis Obispo the County and Zone 9 of the Flood Control and Water Conservation District, should update and implement the Zone 9 Flood Control Master Plan.
5. **Runoff Monitoring.** The county Public Works Department should work with the city of San Luis Obispo to monitor the effects of land development on downstream runoff within the San Luis Obispo Creek floodplain.
6. **Reservoir Canyon.** The county Planning and General Services departments should work with the City of San Luis Obispo to evaluate the recreational potential of Reservoir Canyon, including development of methods for improved maintenance and reduced trespassing.

#### **SLO Urban Area**

7. **Community Water Systems.** The county Planning and Public Works Departments and any other private agencies involved with community water systems in the airport area should coordinate with the City of San Luis Obispo to design any proposed community water systems to facilitate future integration with the city's system. Also, in order to provide adequate fire protection, manage demand for water resources and water quality, a plan should be prepared describing how community water systems can provide adequate fire flows for all structures.
8. **Hydrologic Study, Margarita Area Specific Plan.** The Margarita area is subject to periodic flood events, although it is located outside of the 100-year flood plain. The drainage and hydrologic aspects of the area should be studied in the Margarita Area Specific Plan.
9. **Airport Area Sewage Treatment Plan Funding.** The county should adopt a development fee ordinance for new development in the airport area to fund its share of the costs of sewage treatment plant expansion within the city of San Luis Obispo once the airport area is annexed, or to be used for construction of community sewage treatment facilities if annexation is not approved.
10. **Airport Area Wastewater Capacity Study.** In the event that the specific plan for the Airport Area is not funded, the county should work with other agencies and area property and business owners to fund and prepare an area-wide wastewater capacity study which would assess the area's ability to accommodate septic systems. This study would include, but not necessarily be limited to, (1) the groundwater basin's nitrate loading limitations, (2) soil characteristics, such as percolation rates, and (3) the location of high groundwater areas. The study should identify sensitive receptors, such as domestic supply wells and wetlands, within the affected area. The report should identify all feasible means to reduce or avoid potential constraints or impacts to groundwater and surface waters. Appropriate measures should be added and applied to future development within the airport area and possibly to areas outside the airport area, such as development of a nutrient management program for agriculture. A subsequent "master" study should be prepared to determine the best method(s) for processing wastewater within the Airport Area.

11. **Hydrologic Study, Froom Ranch Area.** Due to drainage concerns associated with Froom Creek, a hydrologic study should be conducted and appropriate mitigation measures adopted for proposed development in the Froom Creek area. Mitigation measures should be in accordance with city Public Works Department and County Public Works Department recommendations.

**Los Ranchos/Edna Village**

12. **Los Ranchos/Edna.** The County Public Works Department should encourage expansion of CSA #18 to include Rolling Hills and other portions of the Los Ranchos/Edna Village area that have experienced septic system problems.

The following table summarizes recommended time frames for completing the service programs identified in this chapter. This table does not supersede schedules for the programs as established by either the Resource Management System or any capital improvement program adopted by the Board of Supervisors.

<b>TABLE 3-4</b> <b>SCHEDULE FOR COMPLETING SERVICE PROGRAMS</b> <b>SAN LUIS OBISPO PLANNING AREA</b>					
AREA	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	PRIORITY	TIME FRAME (YEARS)
AREAWIDE	1. BASIN INFORMATION	DWR, COUNTY PLANNING, COUNTY PUBLIC WORKS, CITY OF SLO	N/A	HIGH	1-2
	2. REGIONAL DETENTION BASINS	COUNTY PUBLIC WORKS, LAFCO	ASSESSMENT DISTRICT	HIGH	1-2
	3. WATER CONSERVATION, RETROFIT	COUNTY PLANNING, COUNTY PUBLIC WORKS	N/A	MODERATE	1-2
	4. FLOOD CONTROL	CITY OF SAN LUIS OBISPO, COUNTY PUBLIC WORKS	ASSESSMENT DISTRICTS, DEVELOPER FEES, STATE GRANTS	MODERATE	3-5
	5. RUNOFF MONITORING	COUNTY PUBLIC WORKS, CITY OF SAN LUIS OBISPO	N/A, GRANTS	MODERATE	3-5
	6. RESERVOIR CANYON	CITY OF SAN LUIS OBISPO, COUNTY GENERAL SERVICES	N/A, GRANTS	MODERATE	3-5
SLO URBAN AREA	7. COMMUNITY WATER SYSTEMS NEAR THE CITY	COUNTY PLANNING AND PUBLIC WORKS, CITY OF SLO, PRIVATE COMPANIES	N/A, FEES, ASSESSMENT DISTRICT, MELLO-ROOS COMMUNITY FACILITIES DISTRICT	HIGH	1-2
	8. HYDROLOGIC STUDY, MARGARITA AREA	CITY OF SLO	N/A	HIGH	1-2
	9. AIRPORT AREA SEWAGE TRTMT PLANT FUNDING	COUNTY PUBLIC WORKS	DEVELOPER FEES	HIGH	1-2
	10. AIRPORT AREA WASTEWATER CAPACITY STUDY	CSA #22	PROPERTY OWNERS	HIGH	3-5
	11. HYDROLOGIC STUDY, FROOM RANCH AREA	CITY OF SLO	N/A	MODERATE	3-5
LOS RANCHOS /EDNA VILLAGE	12. EXPANDED SEWER SERVICE	COUNTY PUBLIC WORKS	CSA #18 ASSESSMENT DISTRICT, DEVELOPER FEES	MODERATE	3-5

Note: N/A in the "Potential Funding" column means that the work would be performed by county staff as a part of the normal agenda of a county department. No special funding is required.



## CHAPTER 4: LAND USE

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**Agriculture near San Luis Obispo, Los Osos Valley**

This chapter describes the land use issues affecting the San Luis Obispo planning area as shown in Figure 1-2. The chapter is divided into four sections: areawide, rural, urban and village.

- The **areawide** section describes issues affecting most or all of the planning area.
- The **"rural"** portion of the text discusses the area outside of urban and village reserve lines.
- The **"urban"** portion discusses the area within the urban reserve line for San Luis Obispo.
- The **"village"** portion discusses Los Ranchos/Edna, the area around the San Luis Obispo Country Club.

These sections include a discussion of issues and policies for each area and the land use categories that are shown in the maps at the back of this plan. Land use "programs" at the end of this chapter recommend actions by the county or other public agencies.

Article 9 of the Land Use Ordinance (Section 22.108 - San Luis Obispo Planning Area) contains development standards that are related to the issues described in this chapter and the mapped land use categories to assist in guiding development in the planning area. The standards define actions required for new development to achieve consistency with the general plan.

The Land Use Element Official Maps separate the planning area into land use categories that define regulations for land uses, densities, and intensity of use. The maps at the back of this plan are included for illustrative reference purposes only. Table 4-1 (on page 4-5) summarizes the acreage for each land use category in the planning area. Figures for the urban area do not include land within the city limits of San Luis Obispo.

## **A. AREAWIDE LAND USE**

As the economic and governmental center of the county, the city of San Luis Obispo influences communities throughout the county. It provides a place for marketing some of the goods produced or grown in other areas of the county. The City of San Luis Obispo is the location for about half of the jobs in the county.

Many of the people who work in or near San Luis Obispo commute each day from nearby communities. Most people who work, but do not reside, in San Luis Obispo choose to live elsewhere because more affordable housing is available outside of the city. This is partly a result of the fact that the rate of housing development in the city has not kept pace with employment-generating development and school enrollment. Additionally, the environmental and cultural amenities in the city have increased consumer demand for housing in the city, which has resulted in the market price for housing being more expensive than in other communities. The daily commuting into the city has impacts on traffic congestion and air quality through the region, and on water consumption and sewage disposal both within San Luis Obispo and in other communities.

A large portion of the planning area is subject to the San Luis Obispo County Airport Land Use Plan (ALUP), a state-mandated plan intended to ensure that new development around the airport does not result in conflicts with the normal operation of the airport. This area plan has been prepared to be consistent with the ALUP. Therefore, the area plan does not allow urban densities of dwellings in clear zones, or under the runway take-off or approach zones, and disclosure of the airport operations is provided to property owners through recorded notices called "aviation easements."

The Clean Air Plan adopted by the San Luis Obispo County Air Pollution Control District includes recommended land use planning strategies for reducing dependence on the private automobile and increasing the convenience of alternative modes of transportation. The following goals from the Clean Air Plan have been considered in preparation of this area plan:

### **Goals:**

- 1. Plan compact communities.** Urban communities should be compact, and rural areas maintained in a largely undeveloped state. The more compact a community is, the lower its vehicle trips and miles traveled, and the easier it is for people to walk, bike or take public transit to meet their transportation needs.



**South Street Hill open space**

The city of San Luis Obispo has an urban edge that is more distinct than many communities in the state. However, land use proposals at the urban fringe could threaten to blur that edge and create urban sprawl, and therefore this plan proposes to maintain the city's urban edge and to enhance it where possible.

Areas within the urban reserve line around San Luis Obispo and within the Los Ranchos/Edna village have been planned for urban density development, while areas outside of the urban or village reserve lines are maintained in larger parcels and in uses compatible with the production agricultural and visual values they contain. Only a few pockets of Residential Rural category land have been established in order to recognize existing ownership and use patterns.

2. **Provide for mixed land use. In order to reduce usage of the private automobile, communities should allow a mixture of land uses enabling people to walk or bicycle to work or shop for necessary household items at locations convenient to their neighborhood. Also, mixed use patterns promote compact urban communities by eliminating the need for separating land uses which are functionally compatible.**

While the ALUP prohibits the plan from allowing mixtures of housing and commercial development near it, large amounts of housing are proposed near the existing and future locations of employment and shopping in the airport area.

3. **Balance jobs and housing. The gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.**

This plan includes an improved balance of jobs and housing in the planning area (at build-out of the plan) compared to the potential development allowed by the plan as it existed during the 1980's. Much of the formerly-designated Industrial land has been changed to Recreation, for a golf course, parks and other recreational uses. Also, some of the Industrial land is redesignated to Residential Multi-Family, which benefits the jobs/housing balance by reducing future employment while increasing future affordable housing supply. However, the amount of land in the plan that could be designated for residential use is limited by the presence of the airport.

The airport presents a variety of opportunities and challenges. As the only commercial airport from Paso Robles to the north and Santa Maria to the south, San Luis Obispo County Airport is very attractive to industries that produce low mass, high value products. They desire to be located close to the airport to facilitate quick transportation of their products to their markets.

This area plan is also consistent with the Clean Air Plan's strategies of increasing transit use, promoting bicycling and walking, and managing traffic flow as discussed in Chapter 5 (Circulation).

### **Community Separation/Rural Character**

Separation between communities provides each community an opportunity to develop its own distinctive identity. The physical difference between each community is strengthened by the intervening rural land, which can contribute to a unique sense of arrival or departure. The open areas between each town provide a rural visual character. Open areas that separate communities, as illustrated in Figure 4-1, should be retained through zoning that affects the amount and location of development. This distinct change in the amount of development at the edges of the City of San Luis Obispo and the Los Ranchos/Edna village establish recognizable boundaries to each community.

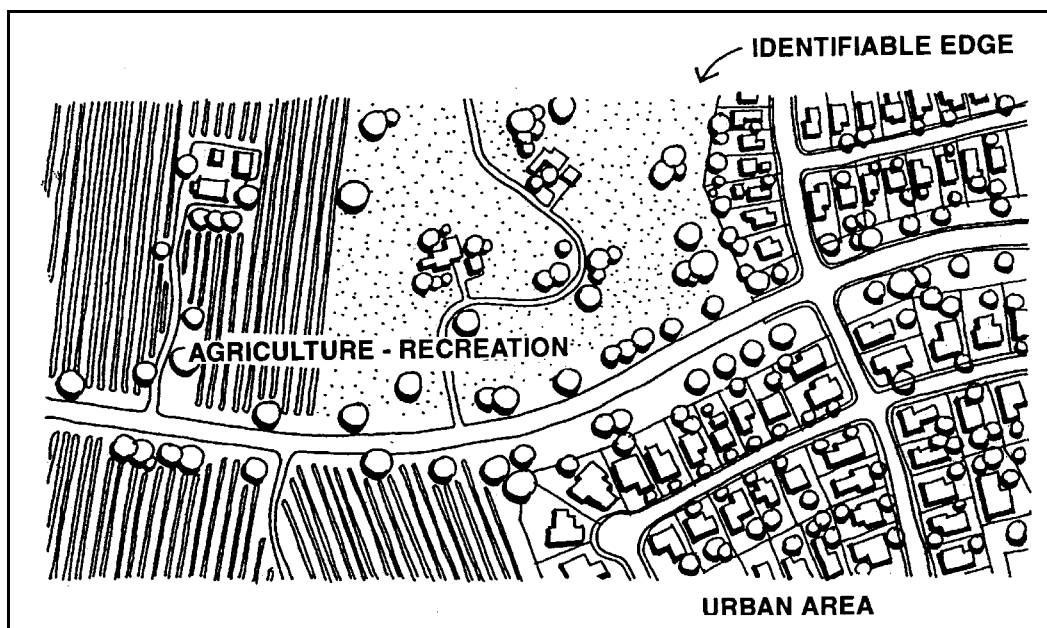


Figure 4-1: Rural edge to a community

## Capacity for Growth

Table 4-2 shows the potential for population growth, or "build-out capacity", within the land use categories identified in Table 4-1. This capacity is a function of the acreage in each residential category, the number of parcels that exist or can be created, the number of residences allowable per parcel, and the number of persons per household. Table A-2 (in the Appendix) shows estimates which are updated periodically for build-out capacity of the planning area.

TABLE 4-1 LAND USE ACREAGE SAN LUIS OBISPO PLANNING AREA				
Land Use Categories	Rural Area	Urban Area	Los Ranchos /Edna	Total
Open Space	213	0	0	213
Agriculture	48,542	165	0	48,707
Rural Lands	5,569	0	0	5,569
Recreation	743	386	235	1,364
Residential Rural	1,712	0	394	2,106
Residential Suburban	333	22	259	614
Residential Single Family	0	629	59	688

<b>TABLE 4-1</b> <b>LAND USE ACREAGE</b> <b>SAN LUIS OBISPO PLANNING AREA</b>				
Residential Multi-Family	0	80	0	80
Office & Professional	0	0	0	0
Commercial Retail	0	49	0	49
Commercial Service	0	467	0	467
Industrial	0	325	0	325
Public Facilities	3,526	233	10	3,769
<b>TOTAL</b>	60,614	2,059	957	63,630

<b>TABLE 4-2</b> <b>RESIDENTIAL BUILD-OUT CAPACITY</b> <b>FOR SAN LUIS OBISPO PLANNING AREA<sup>A</sup></b>				
Area/Community Land Use Category <sup>B</sup>	Acres	Build-out Capacity <sup>C</sup> (Dwellings <sup>D</sup> ) (Population <sup>E</sup> )		Estimated Build-out Date
<b>Rural Area</b>				
Agriculture	48,542	455	1,174	
Rural Lands	5,569	52	134	
Residential Rural	1,712	257	663	
Residential Suburban	333	250	645	
<b>Rural Subtotal</b>	56,156	1,014	2,616	2010
<b>San Luis Obispo Urban Area</b>				
Agriculture	165	2	5	
Residential Suburban	22	17	44	
Residential Single Family	629	3,302	8,519	
Residential Multi Family	80	1,560	4,025	
<b>Urban Subtotal</b>	896	4,881	12,593	2020

<b>TABLE 4-2 RESIDENTIAL BUILD-OUT CAPACITY FOR SAN LUIS OBISPO PLANNING AREA<sup>A</sup></b>				
<b>Area/Community Land Use Category<sup>B</sup></b>	<b>Acres</b>	<b>Build-out Capacity<sup>C</sup> (Dwellings<sup>D</sup>) (Population<sup>E</sup>)</b>		<b>Estimated Build-out Date</b>
<b>Los Ranchos/Edna Village Area</b>				
Recreation	235	211	544	
Residential Rural	394	71	183	
Residential Suburban	259	233	601	
Residential Single Family	59	372	960	
<b>Village Subtotal</b>	<b>947</b>	<b>739</b>	<b>2,288</b>	<b>2000</b>
<b>Total of Residential Categories<sup>B</sup></b>	<b>57,999</b>	<b>5,895</b>	<b>17,497</b>	

Notes:

- A. Totals in this table do not include the city of San Luis Obispo
- B. Includes only those categories where primary residences are permitted uses.
- C. Build-out estimates correspond to 75% of the total absorption capacity, except for Los Ranchos/Edna, which corresponds to 90% of absorption capacity.
- D. Dwellings are assumed to be at one unit per 80 acres in Agriculture and Rural Lands, 5 acres in Residential Rural, one acre in Residential Suburban, 7 per acre in Residential Single Family, and 26 per acre in Residential Multi Family.
- E. Potential population at build-out assumes 2.38 persons per dwelling unit.

## B. RURAL AREA

The rural area includes all land in the planning area outside of the city of San Luis Obispo urban reserve line and the Los Ranchos/Edna village reserve line. The primary land use in this area is agriculture, with the steeper hillsides providing some grazing capabilities and serving as watershed lands and the scenic backdrop for the entire planning area. The following sections discuss land within each land use category on the plan maps.

### San Luis Obispo Greenbelt

The rural setting that surrounds San Luis Obispo is in direct contrast to the activity within the city. This distinction between city and country should be protected by both the city and county, by establishing a "greenbelt" that would involve property owners in voluntary, innovative methods of open space preservation while maintaining economic land uses. In the area shown in Figure 4-2, the city and county seek to keep undeveloped land open, while accommodating rural homesites.



A greenbelt typically is privately-held land where voluntary, contractual commitments are made between the jurisdiction (the county in this case) and owners that grant land use incentives in return for retaining their property in agricultural and open space use. Other arrangements may be financial, where the potential development value of the property is purchased, leaving it in private ownership for continued use. New development that occurs as an incentive bonus is usually guided to fit unobtrusively within the existing landscape. A primary set of incentive-based tools include the following:

- **Agricultural preserves:** Contractual agreements between the owner and the county to retain the Agriculture land use category on the property for a period of 10 or 20 years, in return for a property tax reduction.
- **Agricultural land division cluster:** Subdivision of land within the Agriculture land use category that receives a 100% bonus on the number of parcels, in return for retaining 95 percent of the original property within perpetual open space use.
- **Lot line adjustments:** Creative reconfiguring of existing lot lines to provide appropriate homesites and remaining large lots.
- **Minor ag cluster** (Proposed in the Agricultural and Open Space Element): Similar subdivision of land on smaller parcels.
- **Transfer of development credits:** The voluntary sale of an owner's subdivision entitlements, separate from the fee ownership, to another party for use as bonus allowances in other designated areas for higher density development.
- **Cluster land divisions.** Regulations that encourage land divisions to cluster the number of allowed parcels and offer a bonus in the number of parcels, in return for retaining the remainder of the property in perpetual open space.
- **Open space incentives.** Associated with cluster land divisions, the amount of permanent open space can be tailored to the characteristics of each site, so that a flexible guide can be used instead of a set criteria.
- **City Annexation.** The City of San Luis Obispo has adopted regulations that require proposals for annexing land at the fringe of the city to offer land for open space dedication or to pay an in-lieu fee.

Cooperation between the county and the City of San Luis Obispo could create an effective greenbelt program. Several topics for consideration include:

- Consistency between city and county general plans for greenbelt planning,
- Clear commitments for greenbelt protection around the city, and
- Adoption of a transfer of development credits program.

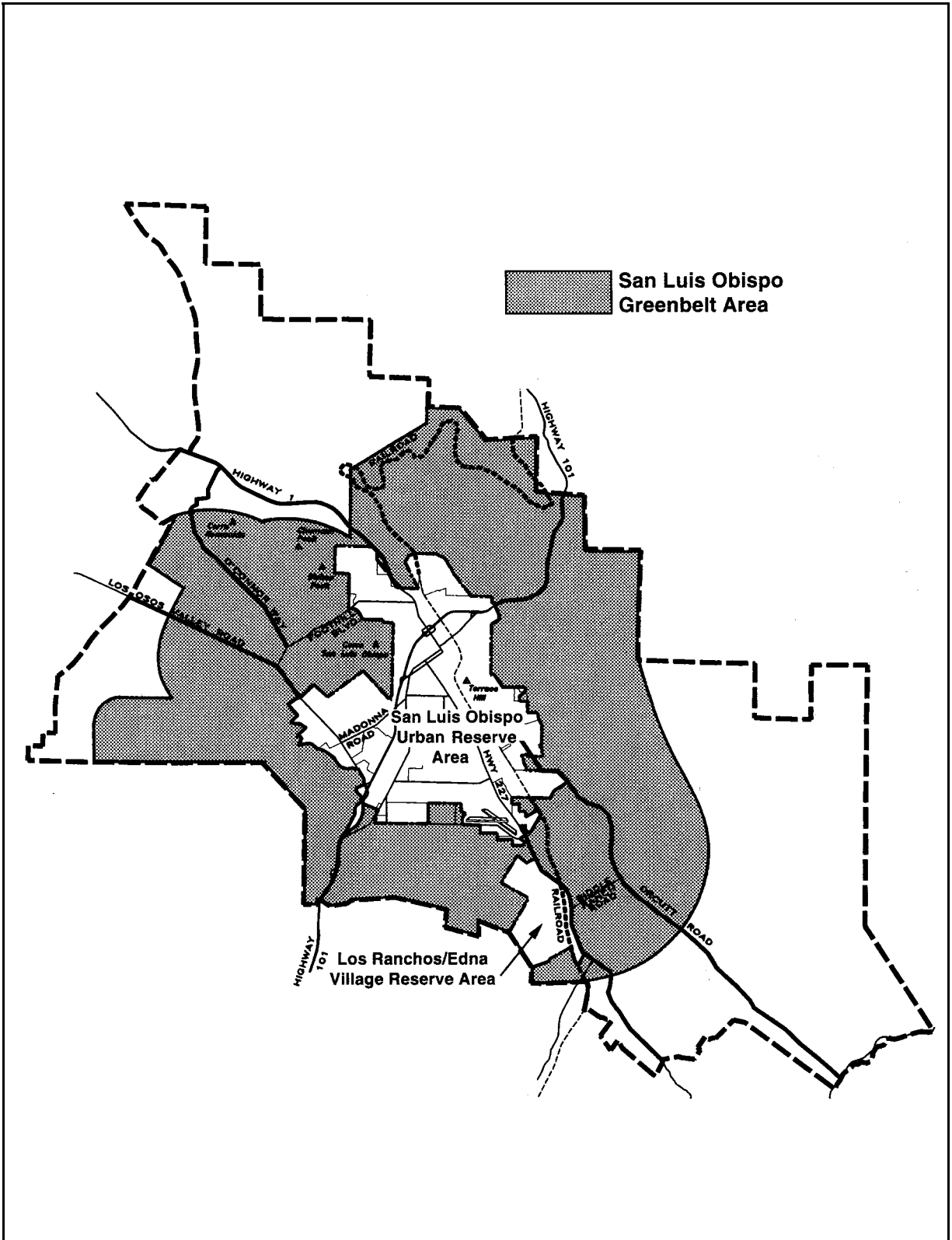


Figure 4-2: Proposed San Luis Obispo Greenbelt



## Gateways

Gateways are entrance corridors that herald the approach of a new urban landscape, and that define the arrival point as a worthy destination. All of the road corridors leading into San Luis Obispo are endowed with special natural and built characteristics that are often unique. These entrance corridors are characterized by production agriculture lands which, as a secondary benefit to the production of food and fiber, provide scenic landmarks, historical structures, and rural countryside that denote a special place, culminating with entry into the city. Each of these corridors has a unique character that helps define and enhance the city's central place within the region.

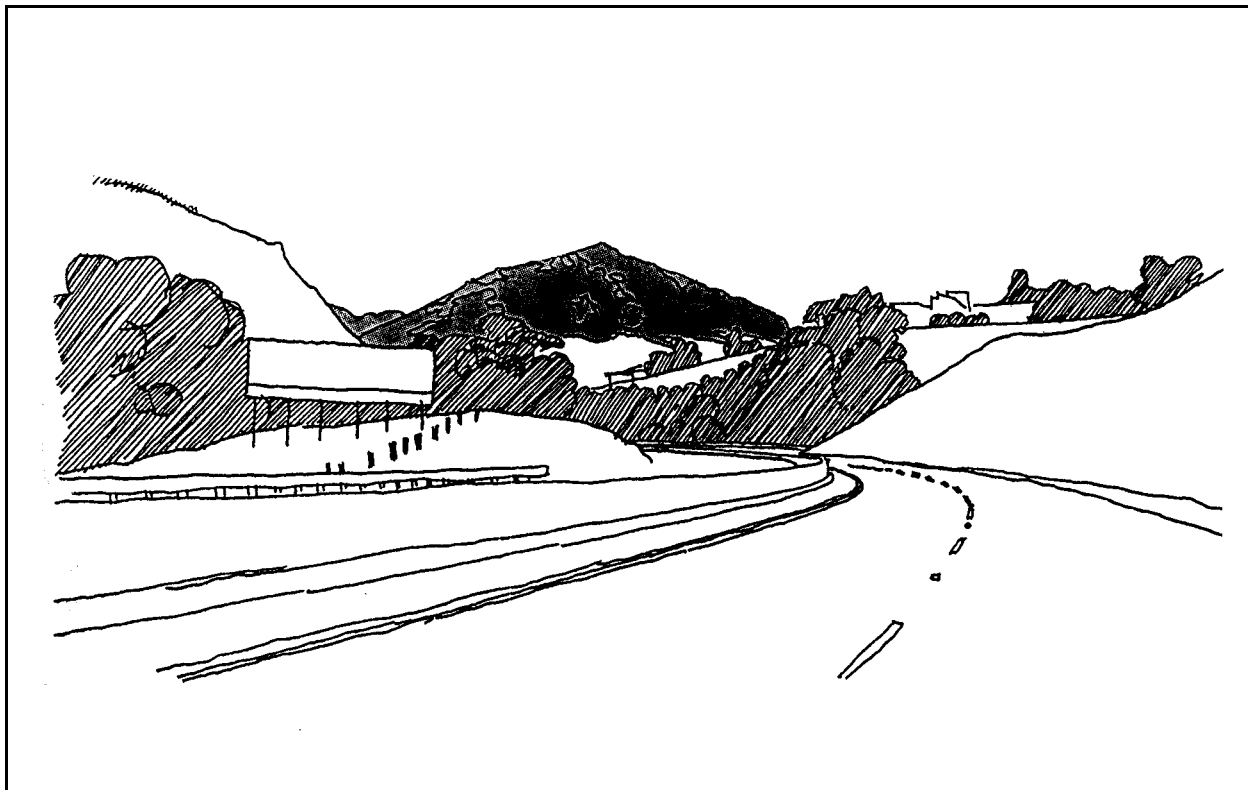


Figure 4-3: Highway 101 gateway to San Luis Obispo as viewed from the north

Views of Cuesta Ridge, San Luis Mountain and Bishop's Peak, the Irish and San Miguelito Hills are primary considerations for determining appropriate land use patterns and development siting. As backdrops to the city, they convey a strong impression about the community's compactness. The following gateway corridors are important:

- **Highway 101** from Stagecoach Road to San Luis Bay Drive.

*Assessment:* The number and location of billboards detract from the traveler's arrival at both ends of the city. They interfere with scenic views of the San Miguelito Hills, San Luis Mountain and of an otherwise rural appearance. A cooperative signing program with Caltrans might accompany a billboard amortization program to relocate advertisements into readable but more discreet locations.

- **Highway 1** from Camp San Luis to Highland Drive.

*Assessment:* High-quality views of Stenner Creek, Cal Poly's agriculture program, and of Bishop Peak and San Luis Mountain should be retained. Entry signing to San Luis Obispo is needed.

- **Highway 227** from Corbett Canyon Road to Tank Farm Road.

*Assessment:* The number of commercial uses along the corridor should be minimized south of Aero Loop Road; and where they are developed, they should be integrated with the rural agricultural and residential context through attention to building design, landscape screening and signing.

- **Los Osos Valley Road** from Los Osos to South Higuera Street.

*Assessment:* Agriculture should be encouraged to continue here as in other corridors, and additional housing should be well set back from the road and screened.

- **Foothill Road** from Los Osos Valley Road to the city limits.

*Assessment:* Along with Los Osos Valley Road, the continuance of large parcel sizes, stable agriculture, and minimal signage are needed to maintain two of the most sudden changes from rural to urban character.

- **Orcutt Road** from Biddle Ranch Road to city limits.

*Assessment:* This corridor has a high-quality appearance with dramatic views of the morros. However, development could crowd the corridor unless adequately set back and screened.

- **South Higuera Street** from Highway 101 north to Los Osos Valley Road.

*Assessment:* The old El Camino Real (Highway 101) has a rustic appearance that should be maintained. Historical structures should be restored with public and private assistance where feasible.

Innovative measures such as the following can respond to these conditions:

- Identify gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
- Identify objects such as billboards that could be removed through an amortization ordinance, and utility lines that could be placed underground or relocated.
- Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
- Obtain Caltrans signage that provides information about institutional and commercial destinations within San Luis Obispo.

Several programs are proposed at the end of this chapter to protect, improve and restore the gateways to San Luis Obispo. The proposed programs could eventually enhance most of the corridors, and during the interim period, standards in Article 9 of the Land Use Ordinance (Section 22.108 - San Luis Obispo Planning Area) will enable new development to be compatible with the rural appearance of these corridors. Programs are proposed to initiate billboard amortization in conjunction with Caltrans directory signage, and to restore and upgrade historical and unattractive development. A combination of private and public commitments are necessary to maintain and improve these visual corridors.

## Agriculture

The Agriculture land use category designates areas that have existing or potential agricultural production capability. A large portion of the planning area is designated for agriculture, almost entirely surrounding the urbanized area of San Luis Obispo. The continued viability of agricultural activities is essential to the economic base of the San Luis Obispo planning area and to the county as a whole. Potential urban/suburban areas which are adequate to provide for population growth have been identified, but encroachment of those areas into the production agriculture areas should be avoided. Lot sizes vary throughout the agricultural areas, but in most instances have remained relatively large. Availability of a reasonably priced water supply is vital to agriculture.



**Warden Ranch - 1901**  
Courtesy County Historical Museum



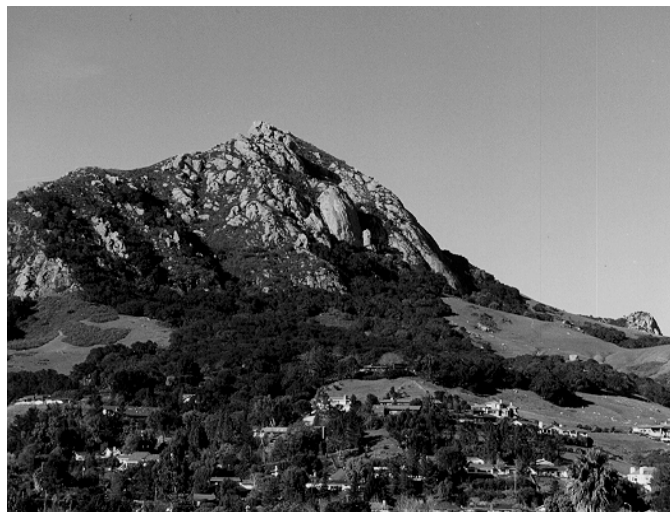
**Edna Valley vineyard**

A wide variety of agricultural activities exist in the planning area. Intensive field crop areas exist in the Los Osos and Chorro Valleys, with the Chorro Valley area primarily developed and managed through the activities of the College of Agriculture of California Polytechnic State University. In the Edna Valley, recent expansion of intensive agricultural uses includes citrus and avocado groves and grape vineyards. Further expansion of these uses should be encouraged in order to maintain viable commercial agriculture. However, availability of an economical water supply is essential to these activities. Retention of large agricultural holdings could prolong the use of existing groundwater supplies, since agricultural activities on small parcels may tend to be more water-intensive. The large agricultural holdings in Los Osos Valley, west of the city of San Luis Obispo, are in major agricultural uses and should be maintained.

Some recreational activities such as guest ranches or bed-and-breakfasts may be appropriate.

Development of a limited number of homesites in agricultural areas, preferably located in clusters, is appropriate primarily to accommodate persons involved in agriculture. Clustered dwellings can leave large remaining agricultural parcels committed to long-term agricultural and open space uses. Also, clustered dwellings facilitate better security and fire protection, require fewer miles of access roads and environmental disturbance than widely scattered dwellings.

The Morros are a chain of nine volcanic peaks extending from Islay Hill to Morro Rock. This area presents a scenic backdrop for the city of San Luis Obispo, and for persons driving to or passing through the Chorro and Los Osos Valleys. Five of the peaks are in the San Luis Obispo planning area: Islay Hill, Cerro San Luis, Bishop and Chumash peaks and Cerro Romauldo. Through a collaboration of property owners, the city and county, the county's Natural Areas Plan proposes the Morros Natural Area, with the objectives of restoring and preserving natural habitat, open publicly-owned lands to public access, and eventually an integrated morros natural area from San Luis Obispo to Morro bay.



**Bishop Peak**

The Morros are designated Agriculture in recognition of existing grazing uses. Caution should be exercised in future agricultural activities in this area to preserve the highly scenic quality of the area. The peaks are also designated in the Sensitive Resource Area combining designation. The county entered into an agreement with the state in 1992 for county stewardship of the top of Bishop's Peak. The agreement authorizes establishment of a trail to the peak from Foothill Boulevard through an easement.

Although low densities would be retained in the Agriculture category, insensitive siting of homesites and accessory buildings could intrude on the visual consistency of the natural terrain and vegetation. Siting and design that is subordinate to natural features is preferable to preserve the natural character of slopes and ridges. Accordingly, areas of scenic slopes, ridges and other natural features are included within the Sensitive Resource Area Combining Designation to protect their substantial public values. (see Chapter 6)

## **Rural Lands**

Areas designated Rural Lands (RL) are primarily steeper terrain with dense vegetation, rocky outcrops or land unsuited for cultivation. Included are portions of the Irish Hills, Prefumo Canyon, Santa Lucia Hills and other hillside areas in the southern portion of the planning area. Agricultural preserve lands that would otherwise qualify for RL are instead included in the Agriculture category to reflect their contractual commitment.



**Rural residence, 1901**

## Residential Rural

All land in the San Luis Obispo planning area, but outside of the urban or village reserve lines, is either within or adjacent to the area proposed as a "green-belt" around the city of San Luis Obispo. To maintain the rural character in these areas, a special minimum parcel size of 10 acres and a lower residential density standard are established in Article 9 of the Land Use Ordinance (Section 22.108 - San Luis Obispo Planning Area) for the Residential Rural land use category. The following areas are identified for rural homesites outside the urban and village reserve lines:

**O'Connor Way.** A portion of O'Connor Way west of Foothill Boulevard is developed with rural homesites on lots ranging from seven to 50 acres. While this area is a small pocket with soils less suited to intensive agriculture than surrounding areas, many lots maintain some light agricultural use. The private Laureate School is also located in this area. Encroachment of rural residential uses into surrounding agricultural lands should not occur.

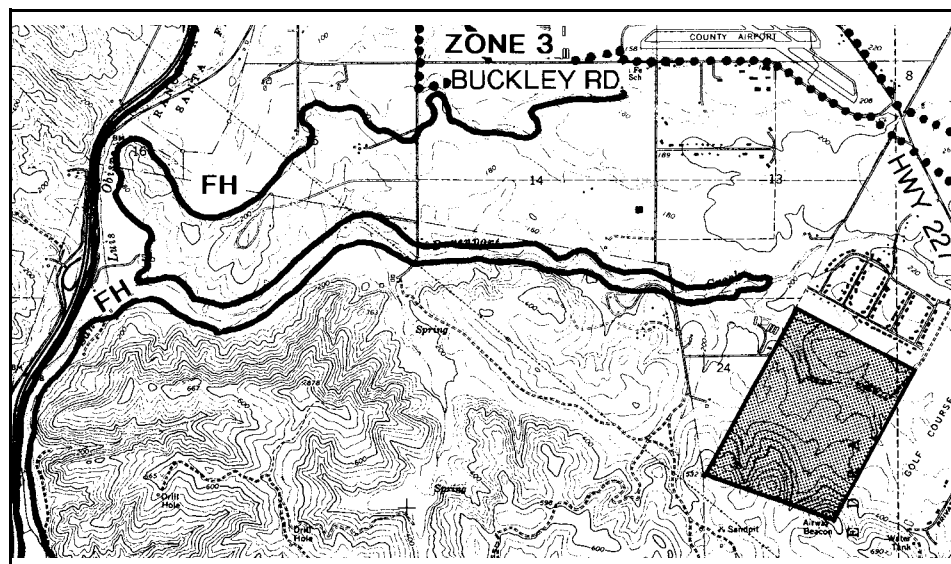
**Bear Valley Estates.** Another area of rural homesites is Bear Valley Estates, a rural planned development on the south side of Los Osos Valley Road, near Foothill Boulevard. This development includes 18 homesites on lots from 2.5 to 17 acres, with the valley floor area kept in a larger agricultural parcel. This type of development would be appropriate on adjacent lands, east from Bear Valley to the city limits.

Immediately west of Bear Valley Estates is an 18-acre property in the Residential Rural category. The purpose of the category is to enable purchase of this site as a separate legal parcel for agricultural purposes only. Standards applied to this property allow only agricultural uses and require that an open space easement allowing only the specified agricultural uses in perpetuity be recorded over the entire 18 acres. Those standards are intended to prevent residential development on this site and protect the rural and agricultural character of the area. With the applicable planning area standards, this Residential Rural category is not intended to encourage residential development in the vicinity. In fact, it is consistent with the objective of protecting agriculturally viable areas of the planning area such as the Los Osos Valley .

**Hansen Road Area.** Residential Rural is also shown east of the single-family area on Orcutt Road. The area includes the Hansen subdivision with lots from 5 to 16 acres. Due to the visibility of the undeveloped portion, homesites should be clustered on lower slopes, and steeper areas should be preserved through open space easements. The scenic sloping areas have been included in the Highway Corridor Design Area. Access to this area will require tie-in with the adjacent single-family areas.

**San Miguelito Hills.** Additional clusters of rural residential homesites are identified; the first is on the west side of Davenport Creek Road and includes a small mobile home park; the second area is south of Los Ranchos/Edna village, with access from Price Canyon Road. No expansion is identified for this area. Due to the scenic backdrop created by higher elevations in these two areas, rural residential densities could intrude on the visual consistency of the natural terrain and vegetation. Siting and design should be subordinate to those features and considerate of visual impact on surrounding areas.

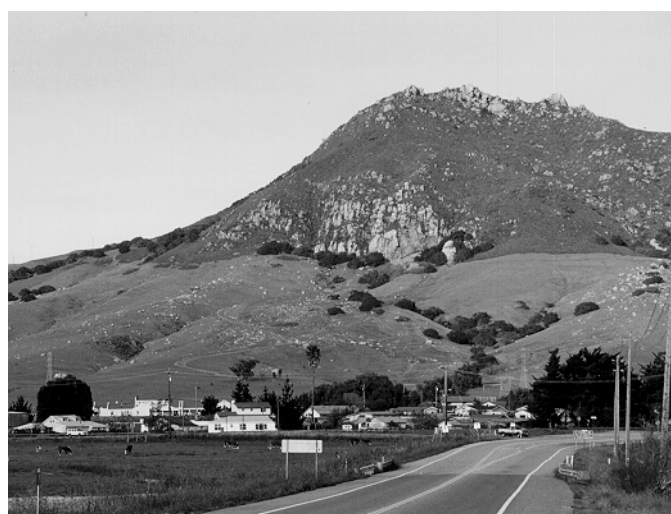
**Rolling Hills Area.** One additional area in the Agriculture land use category, shown in Figure 4-4, should be considered for the Residential Rural category if issues regarding water supply, sewage disposal, and traffic circulation can be adequately addressed. This area is located behind the Rolling Hills development, and includes some area that is not readily visible from major public roads. If this 300 acre plus site were designated Residential Rural, it should be included within the Los Ranchos/Edna Village Area; the residential parcels should be clustered in the less visible portions of the site, and the scenic higher elevations should be protected through a conservation or open space agreement.



**Figure 4-4: Potential RR area south of Rolling Hills**

## Residential Suburban

**O'Connor Way.** The vicinity of O'Connor Way and Foothill Boulevard is a mixture of uses and lot sizes. Single-family residences predominate but commercial stables, nurseries and "This Old House" restaurant are located along the west side of Foothill Boulevard. A number of older buildings have also been converted to student housing. Substandard lots exist east of Foothill Boulevard. Circulation is adversely affected by the unimproved traffic and parking facilities within the subdivision.



**O'Connor Way area**

## **Public Facilities**

Much of the northern portion of the rural planning area is in public uses. These uses, and their proposed expansion or alterations, are discussed below:

### **Cuesta College**

The Cuesta College campus on Highway 1 provides community college services and associate of arts degrees, as do its evening outreach programs at Templeton and Arroyo Grande high schools. Enrollment in 1994 was 7,880 students. Additional campuses of the college are planned, one in the northern and one in the southern areas of the county. The north county campus is planned to be established by the year 2002, and the south county campus is planned for the year 2020.



**Cuesta College**

### **County Office of Education**

The San Luis Obispo County Office of Education has its administrative office across Highway 1 from the westerly entrance to Cuesta College. The narrow watershed of Pennington Creek contains intensive development near Highway 1 and more extensive outdoor-related educational activities upstream. Because the variety of uses could conflict, new uses should be sited and designed sensitively in relation to each other and neighboring uses. Overall development intensity should fit with the visual and physical context of the site. New uses should be buffered from the outdoor education campus.

The county Office of Education has developed a unique campus to serve county schools with two major programs: special education for handicapped children, ages 3 to 21; and an Environmental Education Center for use by teacher groups, classes and organizations to improve understanding of the environment. Services include training workshops and outdoor recreation.

### **Camp San Luis Obispo**

Camp San Luis Obispo provides operational, training and logistical support to a wide variety of civilian and military agencies at federal, state and local levels. These agencies include the United States Property and Fiscal Office, the California Army and National Guard, the United States Army reserve, the United States Coast Guard Reserve, the California Conservation Corps, the California Specialized Training Institute, Cuesta Community College and Caltrans. Units of the National Guard, Army Reserve and Active Army occupy facilities at Camp San Luis Obispo for two- to three-week periods of training duty, primarily during the summer months. In the past, the camp has also provided temporary housing and an operational base for fire fighting crews during a major wildfire - the Las Pilitas fire. Facilities at the site include training fields, offices, barracks, and a heliport.

### **California Men's Colony**

The Men's Colony is a medium-security prison north of Highway 1. Including both the East and West Facilities, the total current inmate capacity of the prison is 6,452 persons. Total staff is about 1,700. Significant expansion of the prison is not anticipated.

## County Operational Center

The San Luis Obispo County operational center is adjacent to Camp San Luis Obispo. Existing and proposed facilities include: sheriff and county jail complex (including the honor farm), sheriff's pistol range, emergency operations center, storage and maintenance areas for county departments, environmental garage, vehicle maintenance, fuel facility, road yard, animal control center, and a juvenile services center. The views from Highway 1 of these facilities and the morros behind them should be enhanced through a program of screening and buffering and adjusting their lighting to reduce the facilities' impacts on the scenic Highway 1 corridor.

## Recreation

El Chorro Regional Park, located on Highway 1 across from the south entrance to Cuesta College, consists of about 743 acres owned by the county, with day-use picnic areas with children's playground equipment, 125 camping units, two softball fields, trails (see Chapter 5 for the discussion of trails), and the 18-hole Dairy Creek Golf Course. Also, a natural area is designated in the back section of the park.

A potential site of about 300 acres between Broad Street and the railroad, may be appropriate for a Recreation category designating a golf course resort. This site is shown in Figure 4-5. Two of the major issues that must be addressed prior to approval of a general plan amendment for such a development include the need for an adequate water supply without reducing the water available for nearby agricultural operations and how any permitted development can help prevent the urban fringe from expanding further into the Edna Valley.

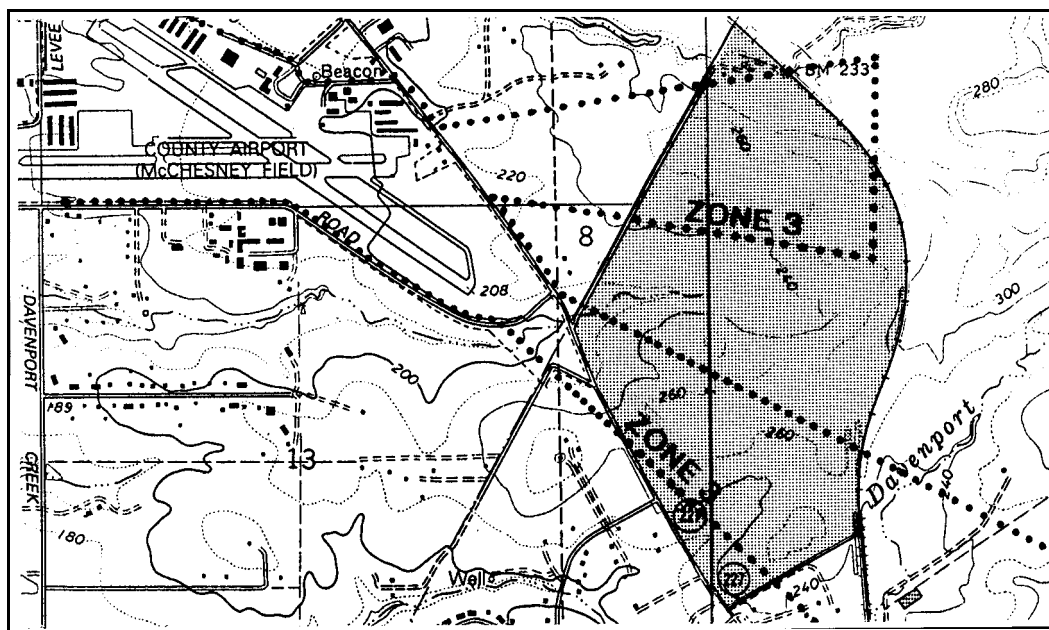


Figure 4-5: Potential site for a golf course

## Open Space

The city-owned land at Reservoir Canyon has been used for recreation by the public for a number of years. Present unsupervised uses include biking, picnicking, camping and hiking. Limited access and neighboring private properties will constrain recreational development without further public acquisition and cooperation with other landowners. Retaining the area in open space will maintain a relatively primitive nature appreciation area.



## C. SAN LUIS OBISPO URBAN AREA

The urban area includes the city of San Luis Obispo and the unincorporated area within the city urban reserve line. Discussion in this portion of the plan is limited to those areas between the city limits and the urban reserve line. Those areas within the corporate limits of San Luis Obispo are discussed and mapped only as necessary to gain an understanding of relationships to surrounding land uses.

**Urban reserve line (URL).** The URL of San Luis Obispo encompasses approximately 2,300 acres beyond the existing city limits. The area shown within the URL is expected to develop with urban uses and city services. The urban services line (USL) indicates areas where urban services, particularly water and sewer, should be extended within a five- to ten-year period.

**Gateways.** As one approaches San Luis Obispo on any of the roadways, the urban reserve line denotes the transition to more intensive development within it. The county will cooperate with the city in identifying the most appropriate design treatments at these arrival points within the urban area and at the city boundary. For example, the Edna Road and South Higuera Street corridors have the potential to create attractive entryways to San Luis Obispo. Particular attention should be paid to siting, structural design and landscaping at some locations to be determined. A specific plan is proposed to be prepared for the airport area, which would include design standards and guidelines, including signage and landscaping.



**Broad Street entry to San Luis Obispo**

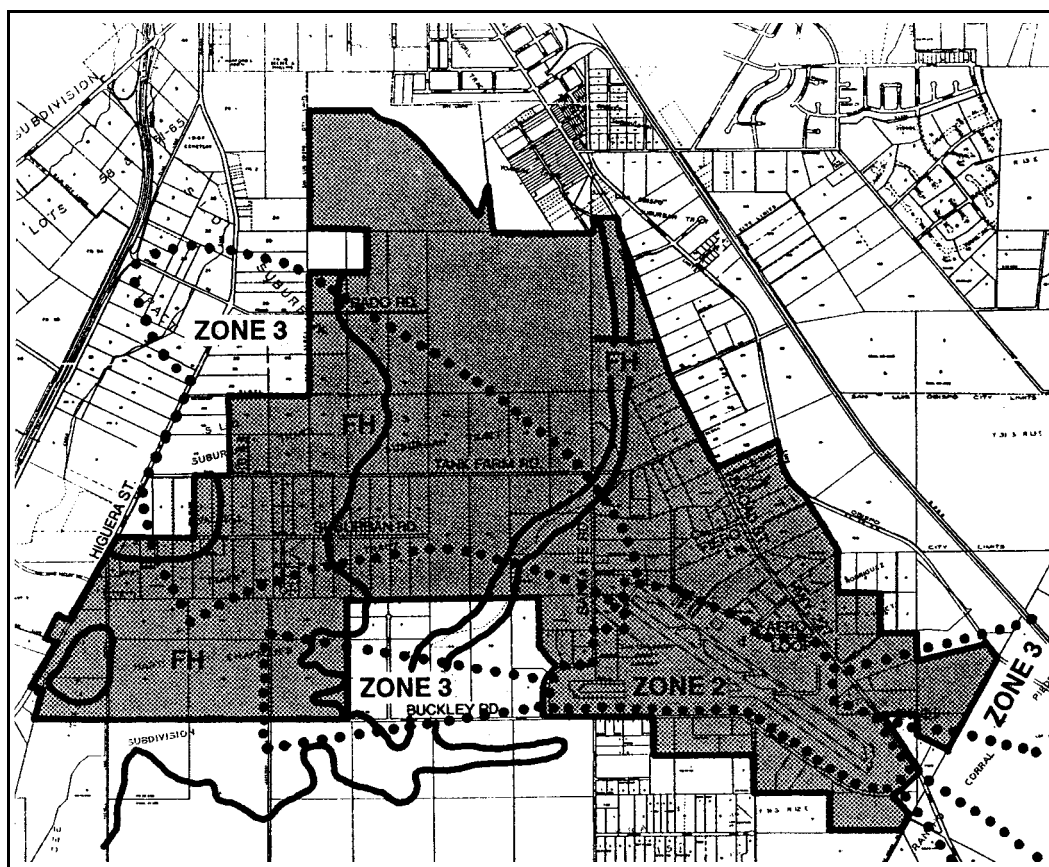
**The Airport Area.** Approximately 1,700 acres shown in Figure 4-6, between the city of San Luis Obispo and the County Airport, has been planned by the county for mostly industrial and manufacturing land uses for many years, although county and city regulations have been in conflict for the area since the early 1970's. The county designated much of the area for industrial uses because urban density residential uses would have conflicted with the airport operations and because the property owners opposed limiting uses to agriculture.

In the 1980s, a team was formed of planning staffs from the county, city and a local land use planning firm to collaborate on preparing a specific plan for the area. In 1989, this planning effort produced a conceptual land use plan based on planning principles designed to provide for phased annexations into the city, and reflected the conclusion that ultimate development should be provided city water supply and sewage disposal service. The concept plan also recognized that some areas in the airport area are already mostly developed, and infill development in such areas should not be required to wait for annexation. The concept plan was utilized in the city's 1994 Land Use Element update, and is reflected, with revisions, in this plan (see the urban area map for the airport area).

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SAN LUIS OBISPO AREA PLAN



During the time period between the adoption of this area plan and the completion of a supplemental water project to serve this area, more detailed planning is needed to determine the size and costs of all infrastructure required to serve the area. The county will cooperate with the city on the preparation of a specific plan that focuses on the costs and financing of water distribution, sewage disposal, drainage controls and traffic circulation and alternative transportation, as well as the urban design of public and private projects. The specific plan will assist any decisions about annexation, or alternatively, the provision of services through a services district approved by the county.

**Impact-related interim development.** Without the provision of full urban services, the airport area should continue to develop in a low-intensity land use pattern, so that cumulative development does not cause major adverse environmental impacts. During the five-year period, the county will accommodate a broader range of uses, but may limit the size of higher-impact uses in relation to their parcel size. High-impact uses will generally need larger properties to have the same size building as low impact uses. Some dispersal of employees and water use will occur in the airport area during this interim period, which will minimize the intensity of development while annexation is considered.

**Alternatives to annexation.** If annexation does not occur within five years or earlier, community water supply and sewage disposal systems separate from the city will be considered by the county. If these systems are deemed to be infeasible or undesirable, reducing the allowed intensity and/or the range of uses may be necessary in response to resource and environmental constraints. In addition, unincorporated community services will also be considered at the initiation of property owners, utilizing the previous annexation studies as is feasible.

Traffic, air quality and resource constraints associated with more employment opportunities than local affordable housing is another factor to be considered at the end of this five-year period, if annexation is unsuccessful. Since the supply of housing in the city of San Luis Obispo is inadequate and too expensive for most of the future local employees, they will need to live in other communities and commute to work, adding to future traffic congestion and air pollution, unless additional affordable housing or other effective trip reduction measures are provided. City and county analyses of the "jobs/housing" balance in the planning area have suggested that the balance of housing and employment in the San Luis Obispo planning area should be improved, or at least not allowed to worsen.

This area plan reflects the goal of accommodating developments which will provide goods and services needed in the planning area, while providing stable employment at pay scales that will enable the employees to afford housing within the planning area. For example, the plan designates large areas of land in the urban area around the city of San Luis Obispo for land uses such as research and development parks and business parks that will be able to accommodate a wide variety of types and sizes of businesses, preferably with jobs paying enough for the employees to afford housing in the planning area.

Properties adjacent to the County Airport should be developed to be compatible with the airport and take into account hazard and noise concerns.



**Seagate Software**

## Planning Principles for the San Luis Obispo Urban Area:

The following planning principles for the urban area are provided to establish the policy framework for preparation of this area plan and the airport area specific plan. They represent statements of intent by the county and recommended policies for the city.

1. The San Luis Obispo County Airport will continue to serve the region, as provided in the approved Airport Master Plan, and development in the urban area should be permitted only if it will be compatible with the airport.
  - a. Residential uses should not be established under airport runway approach or takeoff zones, as shown in the adopted San Luis Obispo County Airport Land Use Plan.
  - b. Disclosure of the proximity of an existing airport should be assured for new land uses or divisions through recording of avigation easements, where required by the San Luis Obispo County Airport Land Use Plan.
  - c. Non-residential land uses established in the urban area also shall be consistent with the adopted San Luis Obispo County Airport Land Use Plan.
2. The City of San Luis Obispo should ultimately annex land within its urban reserve. The city should annex the urban reserve, provide municipal services and implement the planned land uses in an orderly manner. The city should use all reasonable means to increase its service capacities as needed to annex and serve areas within the urban reserve in a timely manner.
3. The County of San Luis Obispo intends to facilitate the eventual annexation of the urban reserve into the city. The county will coordinate with the city and property owners to facilitate an orderly transition from county to city jurisdiction during implementation of the Land Use Element.
  - a. All new development in the urban reserve must comply with this area plan, as well as other plans and regulations. For example, the proposed airport area specific plan will establish standards for water supply, sewage disposal, drainage controls, roadway widths and cross-sections, bus stops, pedestrian and bike ways, landscaping, preservation of scenic views, architectural themes and elements, special setbacks, and preferred site layout design patterns. The urban reserve will be subject to limitations on uses and restricted land divisions until those areas are annexed. This approach will preserve options for more detailed land use planning as part of the annexation process by preventing establishment of long-term land uses and land use patterns which would conflict with full development of sites once annexed into the city. Only if appropriate urban service systems are provided, separate from city systems, would more intensive, higher impact land uses be feasible if the area is not annexed.
  - b. If the city does not annex the airport area within five years or earlier, the county will consider whether the county Land Use Element should be amended to reduce development intensities, or conversely to form a county service area or other mechanism which would provide increased services and allow for additional development.
  - c. While under county jurisdiction, any on-site or community water supply, or on-site sewage disposal systems, should be designed to connect eventually with the city's municipal systems.

4. The affected property owners will pay for the costs of services, facilities and environmental mitigation to the extent those costs are associated with the development of their properties.
5. The county and the city will participate in an equitable distribution of revenues from taxes and other sources to fund the facilities and services needed to support development in the city's urban reserve.

## **Agriculture**

The Agriculture category applies to the prime agricultural land between Highway 101 and Madonna Road. It is within the urban area since it is essentially surrounded by urban development. However, it provides perhaps some of the highest quality production of "salad bowl" vegetables in the county and larger region. Its productivity for high-value crops warrants a change back to Agriculture from previous land use policies that anticipated urban development. Long-term agricultural protection should be sought cooperatively between the county and the owners to ensure its continued farming. Measures should also be pursued by the owners and farm operators to safeguard neighboring uses from noise and chemical pollution.



**Prime agricultural land**

## **Residential Suburban**

The Residential Suburban category designates portions of properties in the Goldtree Tract east of Johnson Avenue. These parcels extend into the Rural Lands land use category, up to 800 feet above the city limits to the ridge line.



**Goldtree tract area**

Residential development on these seven lots would be extremely visible from the city, and should be relocated through a re-subdivision of all of the parcels into the Residential Suburban area. Slopes are generally greater than 30%, and the soil is rocky. Grading necessary for access, building sites and septic systems would likely be excessive. This hillside is shown as a scenic backdrop in the Agriculture and Open Space Element and is subject to the Sensitive Resource Area combining designation. This area should also be designated as a future transfer of development credits sending area, in order to transfer potential development to other suitable areas with less potential for adverse environmental impacts.

## **Residential Single-Family**

Urban expansion areas within the urban reserve line include land for residential neighborhoods composed of a range of housing types and supporting uses such as schools and parks, once annexed into the city. These areas will develop to urban densities only when an adequate water supply and infrastructure is provided following annexation by the city of San Luis Obispo. Urban services such as fire, police, water and municipal sewage services will not be provided by the city prior to annexation. Also, annexation of large areas may not occur unless city service capacities are sufficient to concurrently serve the expanded area as well as the planned capacity of the present incorporated areas. The larger areas proposed for major urban expansion include the following: (1) the "Irish Hills" properties on the south side of Los Osos Valley Road; (2) the Margarita Avenue area; and (3) the Orcutt Road area.

Several other expansion areas are located at the city edge where annexation could occur. The city's General Plan can accommodate annexation of relatively small areas at the city's edge, within the designated urban reserve or minor extensions of it, when the resulting projects provide open space protection or other public benefits.

The residential expansion area located south of Tank Farm Road, between Highway 227 and the existing city limits, is an area that is subject to the city's Edna/Islay Specific Plan. This expansion area is shown in that plan as a secondary planning area that should be developed at primarily single-family densities, once annexed into the city. This area will require special attention to avoid land use or circulation conflicts with the existing and future developments along Highway 227, which are designated in the Commercial Service and Commercial Retail land use categories.

Until annexation, agricultural land uses are allowed at rural densities before full urban development as envisioned by the Residential Single-Family category. Until annexed, these areas should be subject to a 40-acre minimum parcel size.

## **Residential Multi-Family**

Two areas are designated Residential Multi-Family. A single site located on South Higuera Street is already developed with an apartment complex. A larger area is located near the northwest corner of Broad Street and Tank Farm Road. These areas are reserved by planning area standards for development after they are annexed into the city, so that adequate public services can be provided. These areas will provide some of the housing projected to be needed for local employees, thereby reducing the need to commute long distances to work.

## **Commercial Retail**

Commercial Retail land has been designated at the entrance to the County Airport to accommodate the needs of the traveling public for lodging, meeting and exhibition facilities, tele-communication, quick copying and other rental services, service stations and other goods and services needed primarily by tourists, business travelers, and other people passing through the airport complex.

## Commercial Service

The Commercial Service category is applied to the partially developed areas along the Broad Street corridor leading to the airport, along the western end of Tank Farm Road, and along Suburban Road. Commercial service uses can range from light industry, manufacturing, trucking, wholesaling and storage to business parks, research and development parks, and some types of offices.

Commercial Service parcels that are located south of Tank Farm Road are appropriate for a variety of service commercial uses. Some of these areas are characterized by older developments (10 years or more) that may be redeveloped to accommodate the increased mix of allowable uses under this area plan, when compared to the uses allowable by the previous San Luis Obispo Area Plan.



Commercial service business

**Business Parks.** Three Commercial Service areas are planned for the development of master-planned "business parks" as shown in Figure 4-7. One of them is adjacent to the city's Higuera Commerce Park near South Higuera Street. Another is along the planned extensions of Santa Fe and Prado Roads. The third business park is located on the west side of Broad Street between Tank Farm Road and the Commercial Retail category at the airport.

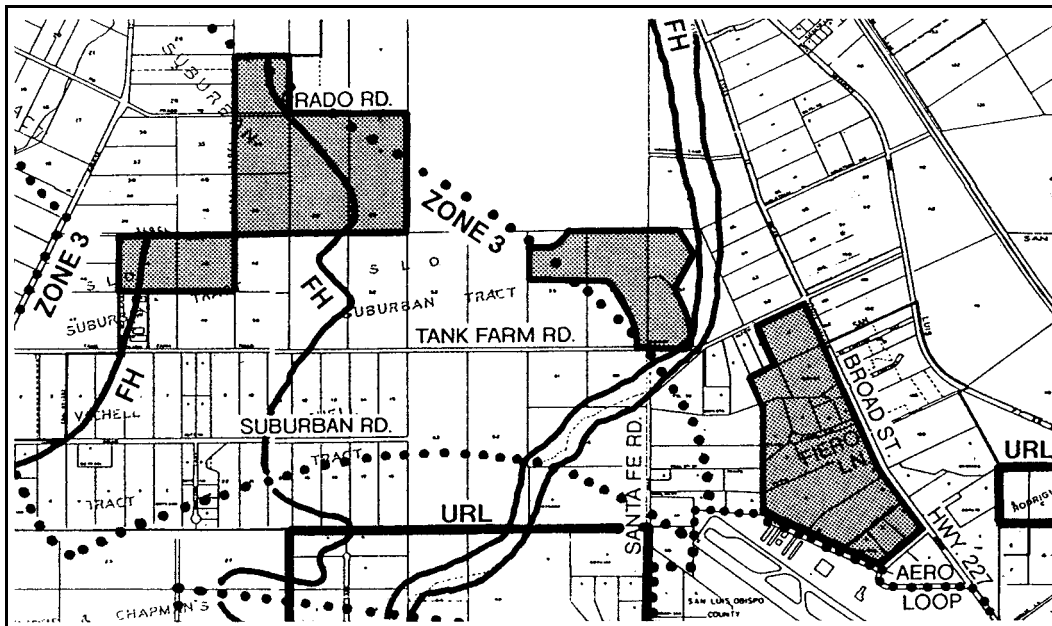
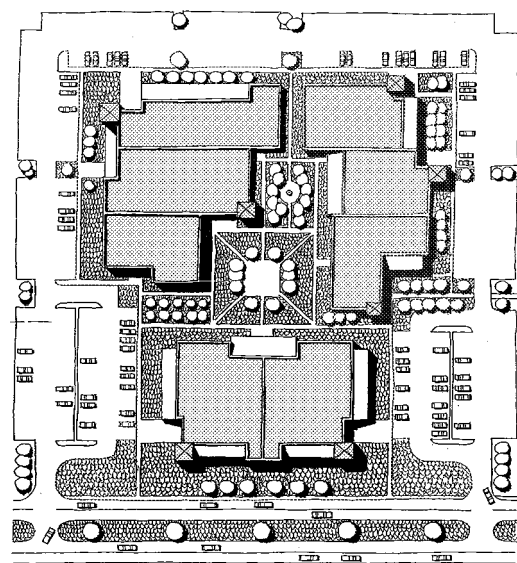


Figure 4-7: Business Park areas

Each business park is intended to be master-planned as a unit, with all uses enclosed in buildings and characterized by relatively large building sizes and a campus-like setting that encourages pedestrian circulation. Large buildings will be suitable for subdivision into individual spaces for smaller firms or will be devoted entirely to a single user. The business parks are also expected to be designed to minimize the use of individual automobiles by accommodating transit, providing on-site day care, cafeteria and other services needed by employees, and by linkages to nearby residential areas via walkways and bikeways.

The business park areas are intended for full development after they are annexed and served by the city. Development under county jurisdiction may occur with some limitations on land uses and floor areas that can be supported by available on-site or community water supply and on-site sewage disposal systems.



**Business park concept**

## **Industrial**

Three areas are designated Industrial to accommodate uses requiring outside storage of materials or equipment that cannot easily be screened from view, and therefore are not allowed elsewhere in the planning area. Developments in these areas should use site designs and dense landscaping that minimize their visual impacts. Similar to the Commercial Service areas, these pockets of Industrial land are expected to remain under county jurisdiction with limited uses and floor areas until annexation to the city.

## **Public Facilities**

Major county government offices are located within the city of San Luis Obispo. The County Airport is located outside the city limits within its urban reserve line.



**College of Business, Cal Poly**

## **San Luis Obispo County Airport**

The Master Plan for the San Luis Obispo County Airport provides for continued operation of the airport. The airport is discussed in more detail in the Circulation Element, Chapter 5. The master facility plan serves as the land use plan and development program for the San Luis Obispo County Airport itself.

## **California Polytechnic State University**

Cal Poly provides an undergraduate and graduate curriculum as part of the system of state colleges and universities. About 10,000 students live in the San Luis Obispo urban area, with 2,900 students living on campus. Enrollment at the university reached a peak of about 17,500 (full-time equivalent) students in fall 1990 but dropped by more than 2,000 students by 1995. The Cal Poly Plan and the campus Master Plan address academic and facilities needs respectively.



These planning efforts envision a gradual enrollment increase to the 1990 level within five to ten years, with attendant increases in faculty and staff. The Master Plan intends that new campus areas for housing, academic and applied research and development, as well as sports and recreation, will be located to the north and west of the existing campus core area.

The county encourages continued coordination between both of these planning efforts within the campus administration and with the larger community and county. Assessments are needed that fully review the potential impacts of enrollment and facilities expansion, including adverse impacts to the regional housing supply and transportation system. On- and off-campus housing should be provided concurrently as enrollment increases and be designed to serve student and faculty needs with apartments, condominiums and detached residences. Commuting impacts within the region could be avoided by providing enhanced transit and other types of transportation along with enrollment increases.

Cal Poly is encouraged to acquire by gift, lease or fee title those production agriculture lands shown within the city's "Greenbelt Plan" which would be beneficial to Cal Poly's agriculture programs. Such acquisitions would allow Cal Poly to replace campus agriculture lands lost to expansion of academic buildings, sports facilities, and on-campus housing. The acquired lands should be permanently retained as agricultural or open space.

#### **D. LOS RANCHOS/EDNA VILLAGE AREA LAND USE**

Los Ranchos/Edna village is approximately three miles south of the city of San Luis Obispo. Edna townsite has been a small farm community since first subdivision in the late 1800's. More recent development includes the San Luis Obispo Golf and Country Club, surrounding homesites and the Rolling Hills subdivision to the north. Additional subdivisions south of the Country Club area are developing for both suburban and rural residential homesites. Modest infill within the existing committed urban/suburban area is provided, and future expansion of the village reserve line may be appropriate to include an additional 300 acres of Residential Rural category located south of the Rolling Hills development (sometimes referred to as the "Jack Ranch"), if groundwater studies now being prepared determine that such an expansion would not threaten nearby agriculture operations.

The Los Ranchos/Edna Village Specific Plan was adopted by the Board of Supervisors in June, 1984. The specific plan covers approximately 1170 acres located primarily within the village reserve line, but also includes secondary planning areas located outside of and adjacent to the village reserve line. The specific plan establishes a phasing plan for additional development, including phased construction of necessary public services, and specifies development and design standards which address special characteristics of the Los Ranchos/Edna Village area.



**Country Club residence**

## **Recreation**

The San Luis Obispo Country Club Golf Course is a private membership facility which has included suburban development. The higher southwest portion of the golf course should be treated sensitively as a visual backdrop to the village area.

## **Residential Rural**

The steeper hillside areas and valley south of Country Club Estates are designated for residential rural uses. This area of 5- to 10-acre parcels serves as a transition to low density rural uses and provides for some small-scale agriculture.

Due to the scenic backdrop created by higher elevations at the southwest portion of the village, residential densities could intrude on the visual quality of the natural terrain and vegetation. Sensitive siting and design of development should be subordinate to these features and visual impact on the surrounding areas should be considered.

One additional area is designated Residential Rural, located behind the Rolling Hills development. It includes some area that is not readily visible from major public roads. Any future the residential parcels should be clustered in the less visible portions of the site, and the scenic higher elevations should be protected through a conservation or open space agreement.

## **Residential Suburban**

The majority of the Los Ranchos/Edna Village area is designated for suburban residential densities. Two areas southwest of Los Ranchos Road will increase in density. The first is an area between Rolling Hills subdivision and Los Ranchos Road; the second is between Country Club Estates and Los Ranchos Road. These areas provide a logical completion of development within their respective tracts.

The corridor bounded by Los Ranchos Road, the railroad and Highway 227 is also designated for suburban development. Due to existing smaller lot sizes, a minor amount of development will occur. Of particular concern is the presence of the highway and railroad. These two noise generators will require special attention in the design of new construction.

An area of about 13 acres is designated for suburban residential development above the golf course. This area should not be divided until a supplemental water supply can be provided.

## **Residential Single-Family**

Two areas are identified as Residential Single-Family. Country Club Estates has lot sizes from 6,000 to 20,000 square feet. Minor expansion has been allowed adjacent to Lewis Lane on the south side of Madbury Court in order to complete the existing single-family development on that street. The second area is in the Edna townsite, where development of the existing subdivision is substantially complete.



## Commercial Retail

The only area designated commercial in Edna townsite is the old Edna store. Retail commercial services are provided in San Luis Obispo, though this location could serve convenience, neighborhood shopping and traveler needs.

## E. PLANNING AREA LAND USE PROGRAMS

"Programs" are non-mandatory actions recommended by the Land Use Element to achieve identified community or areawide objectives. The implementation of each Land Use Element program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

Land use programs for the San Luis Obispo planning area are grouped first under names of communities or rural areas, and then under land use categories or other location headings to identify specific areas where they each apply.

### AREAWIDE PROGRAMS

1. **Transfer of Development Credits.** The county should (in coordination with the City of San Luis Obispo) design and implement a voluntary, incentive-based transfer of development credits (TDC) program to transfer potential residential development from sensitive sites to more appropriate sites within the city and urban expansion areas.
2. **San Luis Obispo Greenbelt.** The county should collaborate with the City of San Luis Obispo and property owners to plan and implement a greenbelt program to preserve open space and rural character surrounding the city.
3. **San Luis Obispo Gateways.** The county should work with the City of San Luis Obispo to prepare and implement policies to protect, improve and restore the entryways to the city along the main road corridors, including but not limited to the following:
  - Identify three gateway zones around the city, "scenic vista, transition area, and urban arrival area," with short-term and long-term strategies for each.
  - Identify objects such as billboards that could be removed through an amortization ordinance and replaced by off-ramp signing, and utility poles that could be re-located.
  - Establish setbacks near the roadway in certain locations, and other limits such as height, sign area, lighting.
  - Identify key areas that provide the most powerful or memorable, unobstructed views to visitors of the mountains and the city.
  - Obtain highway signage with Caltrans that provides information about institutional and commercial destinations within San Luis Obispo.
  - Adopt future plan amendments to retain the attributes of the gateways.

## RURAL AREA PROGRAMS

The following programs apply to the portions of the San Luis Obispo planning area outside of urban and village reserve lines, in the land use categories listed.

### Agriculture

4. **Agricultural Preserves.** The county should continue to encourage owners of eligible lands to participate in the agricultural preserve program.

### Residential Suburban

5. **O'Connor Way.** The County Public Works Department should work with property owners in the O'Connor Way area toward formation of an assessment district to improve roads to county standards.

## SAN LUIS OBISPO URBAN AREA PROGRAMS

The following programs apply within the city of San Luis Obispo urban reserve to the specific areas listed.

6. **Facilitate annexations.** The county should work with the city to facilitate annexation of urban reserve areas to the city. If the city is unable to annex the airport area by 2001 or at an earlier date, the county should either amend the county general plan to allow establishment of less intensive development under longer-term county jurisdiction or conversely proceed with plans to provide urban services through expansion of the county service area or other similar mechanisms.
7. **Airport Area Specific Plan.** The county should continue to coordinate with the city and property owners to prepare an airport area specific plan or infrastructure plans that enables annexation to the city and will provide for development under city jurisdiction.

The following table summarizes the recommended time frames for completing the land use programs identified in this chapter. This table does not supersede schedules for the programs as established by either the resource management system or other programs adopted by the Board of Supervisors.

<p style="text-align: center;"><b>TABLE 4-3</b></p> <p style="text-align: center;"><b>SCHEDULE FOR COMPLETING LAND USE PROGRAMS</b></p> <p style="text-align: center;"><b>SAN LUIS OBISPO PLANNING AREA</b></p>					
AREA	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	PRIORITY	TIME FRAME (YEARS)
AREAWIDE	1. GREENBELT	COUNTY PLANNING AND CITY OF SAN LUIS OBISPO	CITY/PRIVATE TRANSACTIONS	HIGH	1-3
	2. GATEWAYS	COUNTY PLANNING AND CITY OF SAN LUIS OBISPO	N/A	MODERATE	1-3
	3. TRANSFER OF DEVELOPMENT CREDITS	COUNTY PLANNING AND CITY OF SAN LUIS OBISPO	N/A, PRIVATE TRANSACTIONS	MODERATE	1-3
RURAL AREA	4. AGRICULTURAL PRESERVES	COUNTY PLANNING AND ASSESSOR	APPLICATION FEES, GENERAL FUND, STATE SUBVENTIONS	HIGH	ONGOING
	5. ASSESSMENT DISTRICT FOR O'CONNOR WAY ROADS	COUNTY PUBLIC WORKS CITY OF SAN LUIS OBISPO	ASSESSMENT DISTRICT	MODERATE	3-5
SLO URBAN AREA	6. AIRPORT AREA SPECIFIC PLAN	COUNTY PLANNING COUNTY PUBLIC WORKS	CSA-22, CDBG	HIGH	1-2
	7. FACILITATE ANNEXATIONS TO THE CITY OF SLO	COUNTY PLANNING AND CITY OF SAN LUIS OBISPO	N/A	MODERATE	5-20

**Notes:**

1. Priority listings are the relative importance within each time frame: low, moderate or high.
2. Time frames are from the date of adoption of the San Luis Obispo Area Plan Update:  
**Immediate:** 1 year; **Short:** 1-3 years; **Medium:** 3-5 years; **Long:** to 10 years.
3. N/A in the "potential funding" column means that work would be performed by county staff within their budget. No special funding is required.
4. CDBG = Community Development Block Grant



## CHAPTER 5: CIRCULATION

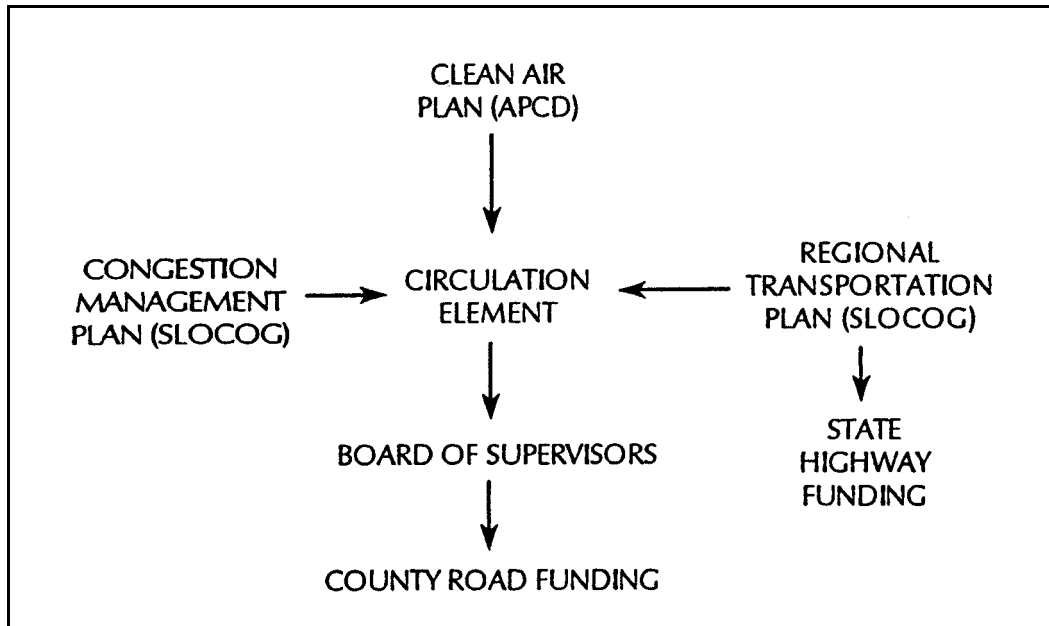
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**Highway 101 south of San Luis Obispo**

This chapter is the Circulation Element for the San Luis Obispo planning area. It reflects the county-wide goals and policies for transportation that are in Framework for Planning - Inland Area, Part of the Land Use Element. In accordance with California Government Code Section 65302, the Circulation Element describes the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element.

The Regional Transportation Plan (RTP) is a relevant source document with a county-wide perspective and more detailed technical information on transportation. The San Luis Obispo planning area corresponds to the central planning area in the RTP. The Congestion Management Plan, which is adopted by SLOCOG, has policies for integrating land use planning and transportation planning. These documents, along with the Clean Air Plan as well as supporting technical studies, provide input to making decisions on transportation projects, as illustrated in Figure 5-1.



**Figure 5-1: Circulation Element policy framework**

Land use and circulation planning should complement each other so that the pattern of land development is supported by a well-defined system of transportation linkages. Roads, bikeways, airports, railroads and various modes of transportation make up the circulation system. Improvements occur by a combination of public and private measures, including the dedication of land to the public in proportion to the impacts created by development. It is understood that public dedications will be reviewed on a case-by-case basis to meet nexus and other legal requirements.

The following sections describe transportation management programs, the major features of the circulation system, and alternative modes of travel to the private automobile. System improvements and programs are recommended to implement the circulation needs of the Land Use Element.

## **A. Planning Area Issues, Goals and Objectives**

**Increasing Traffic Congestion.** Increasing commuter traffic from surrounding communities has affected the level of service of several roadways and created a need for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system.

The automobile will most likely continue as the primary transportation mode in the county and in the planning area for many years to come, leading to increasing traffic volumes, congestion and air quality impacts. Increasing traffic levels on roadways in the unincorporated areas of the county result primarily from new development in both unincorporated areas and the cities. It should be noted that focusing on alternative types of transportation and managing the demand for vehicle travel may improve traffic and air quality. An increasing emphasis must be placed on more comprehensive measures that can help reduce dependence on the automobile, which lower the increase in peak-hour traffic and that avoid or postpone major road improvements that increase roadway capacity alone.



Alternative transportation measures fall into three general categories of strategies: 1) transportation system management, 2) transportation demand management and 3) land use planning. These strategies will be described in the next section. Some of the major trails in planning area are identified on page 5-16, but more information is available in the county's Trails Plan. Efforts to reduce traffic congestion can result in air quality benefits. Transportation system and demand management strategies are consistent with the transportation control element of the San Luis Obispo County Clean Air Plan, which has been adopted by the San Luis Obispo Air Pollution Control District. The Council of Governments has also adopted a state-required congestion management plan, which includes a travel demand management element.

**Major Features of the Transportation System.** People, commodities and electric power are transported through the planning area by roadways, rail, air, pipelines and electrical power lines.

State Highways 1, 101, and 227 handle the bulk of trucking and passenger vehicle traffic, although Los Osos Valley Road carries substantial traffic loads in the morning and evening commuter peak periods. There is a need to positively resolve the conflict between commuter traffic and slower moving agricultural traffic that must travel the same route. The city and the county establish truck routes and maintain a local roadway network able to accommodate truck movements, which must be continually updated to facilitate safe and easy movement of goods around and through the county.

The Southern Pacific rail line passes through the planning area from north to south. Amtrak operates passenger rail service and operates the station in San Luis Obispo. Projects affecting railroad crossings are regulated by the Public Utilities Commission (PUC).

Oil and petroleum products pass through the area from Port San Luis harbor via underground pipelines. High voltage power lines pass through the area from Diablo Canyon Nuclear Power Plant on the coast to the east. Water is transported via pipelines from the Salinas Reservoir to the City of San Luis Obispo, and from Whale Rock Reservoir to the city, the California Men's Colony and Cuesta College. Water is also transported via pipelines from the State Water Project through Cuesta Ridge near the city, south along Orcutt Road and out of the planning area to points south. The coastal branch of the State Water Project is routed along Highway 1 to Morro Bay.

**Scenic Roads and Highways.** The natural and pastoral landscapes along the major roadways in the planning area provide a high quality visual experience and enjoyment for local residents and tourists alike. However, inappropriate development could reduce the scenic qualities along these visual corridors. The Agriculture and Open Space Plan recommends that scenic corridors be identified and standards adopted to protect scenic land. As part of preparation of this area plan, visual surveys were conducted to identify scenic backdrops along highway corridors. Visually sensitive areas are identified in this area plan as two types:



**Cuesta Ridge from Highway 101**

1. The most critical landmarks and hillsides near scenic roadways continue to be designated in the Sensitive Resource Area (SRA) combining designation, which is discussed in Chapter 6. Special development standards in the Combining Designations section of Article 9 of the Land Use Ordinance (Section 22.108 - San Luis Obispo Planning Area) apply to construction for dwellings, residential accessory uses and residential access roads, and to some agricultural accessory structures if proposed near the roadway.
2. The important foreground and background views of the landscape along scenic highways and roads are identified in a highway corridor design area, shown in Figure 108-2. Although the highway corridor design area is not designated as a Sensitive Resource Area combining designation, the same concerns and standards for development described in number 1 above apply.

Foreground views along highways and railroads are identified in a highway corridor design area. These areas are close enough to the viewing public to reveal individual trees, rock outcrops, creeks, hillsides and historic structures such as farm houses and barns. These elements of the scenic corridors have their own scenic values, while they also serve to frame and enhance views of the more distant scenic backdrops. Accordingly, the highway corridor design area includes areas within 100 feet of Highways 1, 101, 227, Los Osos Valley Road, Orcutt Road, and the Southern Pacific Railroad (which is proposed to accommodate increasing numbers of vacation and business travelers).

The highway corridor design area also identifies other important environmental resources. They provide habitat for wild plants and animals, many of which are rare or endangered species. They comprise the watershed for recharging the San Luis Obispo groundwater basin and portions of the watersheds for the Pismo and Chorro basins. These watersheds also serve to delay surface water flows from rainfall, thereby significantly reducing downstream flooding.

## **B. Highways, Streets and Roads**

This and the following sections include goals and objectives to implement the county-wide goals in Framework for Planning, the Regional Transportation Plan, and the Clean Air Plan. They are organized by major features of the circulation system, including transportation system and demand management strategies, roads and highways, transit, airports, trails and other pedestrian walkways, bikeways and rail transportation.

State Highways 1, 101 and 227, Los Osos Valley Road, Foothill Road and South Higuera Street are the major regional arterials providing access to and through the planning area. The state highways carry local traffic but are also impacted heavily by traffic originating outside the planning area and the county. Future development in the planning area and increased through-traffic from tourists and commerce will add to traffic impacts.

Some road improvements are necessary in order to avoid a declining quality of service on roadways as growth continues, which can be characterized by increasing traffic congestion, delay and decreased safety. This chapter discusses the principal features of the roadway network and identifies the proposed major improvement projects.

The Resource Management System provides estimates for when traffic problems may start to occur, and recommended actions to avoid the problems. The circulation plan maps show functional classifications of major existing and proposed roads in the planning area. Improvements will be required with proposed land divisions by the county Real Property Division Ordinance and planning area standards.

## Goals

1. **Provide necessary roadway improvements while protecting sensitive resources and mitigating adverse impacts to the environment.**

### **Objectives:**

- a. To the maximum extent practicable, avoid roadway improvements on Class I or II soils, highly erodible soils, slopes over 30 percent, sensitive resource areas, wetlands, riparian and other valuable wildlife habitat areas. Where avoiding these areas is not feasible, mitigate the impacts of the improvements.
- b. Mitigate or avoid traffic impacts to residential or other sensitive land uses by establishing appropriate truck and bus routes, speed limits, traffic calming measures, safety and sound barriers, lighting and landscaping, and residential street designs for development to achieve vehicle speeds of 25 miles per hour or less..
- c. Provide major roadways that are attractive and safe for pedestrians and bicyclists, while accommodating projected vehicular traffic efficiently, through appropriate application of landscaped medians and parkways between vehicle travel lanes and bikeways and walkways, and well-marked, dedicated bike lanes.
- d. Accommodate slower moving agricultural traffic on roadways in a way that does not impact agricultural activity, other vehicular traffic or bicyclists.

2. **Cooperate with the City of San Luis Obispo to establish roadway improvement specifications for areas within or near the city's urban reserve line to avoid conflicts with city standards.**

### **Objectives:**

- a. County Public Works and Planning staff should consult with city staff periodically to review existing standards and identify potential changes to city or county standards which would resolve any conflicts.
- b. This Circulation Element should be amended as needed to address changes in existing and needed roadway improvements.
- c. The city's engineering standards should be used instead of the county's Standard Engineering and Improvement Specifications and Drawings for road improvements within the urban reserve around the city, except where standards similar to the city's have been adopted by the county (for example, as part of the airport area specific plan).

3. **The costs of needed roadway improvements should be paid by the people who benefit from the improvements.**

**Objectives:**

- a. The county and the City of San Luis Obispo should apply public facilities fees on new development in areas of both jurisdictions, based on agreement between the city and county establishing proportionate shares of the cost of improvements to applicable roadways.
- b. Require new development to dedicate and improve roadways which directly front and serve the development.
- c. Amend the powers of County Service Area No. 22, or establish a new assessment district, to enable funding of areawide improvements to the degree the improvements are needed to serve development in the area.
- d. Pursue the other local and non-local sources of funding identified in the Regional Transportation Plan for improvements which provide county-wide, regional or wider benefits.

4. **Utilize the Resource Management System to determine when specific actions must be taken to address existing and projected deficiencies in service levels.**

**Objectives:**

- a. Monitor traffic conditions on principal arterials and urban/rural arterials to identify existing deficiencies.
- b. Project future traffic conditions based on anticipated local development trends and traffic from outside the planning area using computer-based modeling techniques.
- c. Utilize computer-based modeling techniques to assess the most cost-effective strategies for roadway improvements and alternative transportation programs that provide a level of service (LOS) D or better at peak commuter periods.
- d. The roadway improvement needs identified below should be implemented when determined necessary as described above. This list should be updated as conditions change or new information and technologies become available.

### **Road Improvement Projects**

The following is a listing of the significant roadways in areas outside the city limits, their classifications and major improvements needed to accommodate projected traffic levels. The listed order does not imply any priority.

The Resource Management System (RMS), through the annual Resource Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions. It also describes procedures for revising Land Use Element policies if timely funding decisions cannot be reached. The RMS utilizes a level of service "C" in **rural areas**, and level of service "D" in **urban areas**, to identify the threshold at which traffic congestion is of

concern. The annual report utilizes an analysis by the Public Works Department to identify those roads nearing or exceeding capacity. The Final Environmental Impact Report for the 1995 area plan update identifies existing traffic and capacities for major roads in the planning area. Funding decisions for road improvements will consider the feasible use of county general funds, state and federal grants and funding sources, and development fees.

Improvement standards are shown in the Public Works Department's "Standard Improvement Specifications And Drawings." However, standards set forth in this chapter for roadway improvements shall supersede those in the Standard Improvement Specifications and Improvements and Drawings in the event of any conflicts.

## **Arterials**

Highway 101, serves as the area's principal arterial. The following improvements are projected:

### **Route 101**

A full interchange is needed at Prado Road to provide better access to and from the airport area and the Central Coast Plaza - Laguna Lake area, and to relieve traffic congestion at the Madonna Road interchange and intersection of Madonna Road with South Higuera Street.

On the Cuesta Grade, construction of north- and south-bound truck climbing lanes is programmed to proceed in 1998/99.

The Los Osos Valley Road interchange needs to be upgraded, including a new westbound/northbound on-ramp, realignment of Calle Joaquin south (off Los Osos Valley Road) to match Calle Joaquin north, and widening of the bridge over Route 101 to four lanes.

If transportation systems and demand management techniques cannot prevent the level of service from degrading below acceptable levels, Highway 101 may require widening to six travel lanes from Avila Road to Madonna Road, but not through the city, (where widening could result in excessively high costs for construction and environmental damage), unless one or more points of access to and from the highway are eliminated to consolidate the number of on- and off-ramps and to make the former merging lanes available for use as travel lanes. Once Route 101 is expanded, one lane should be designated for high-occupancy vehicles during peak commuter hours.

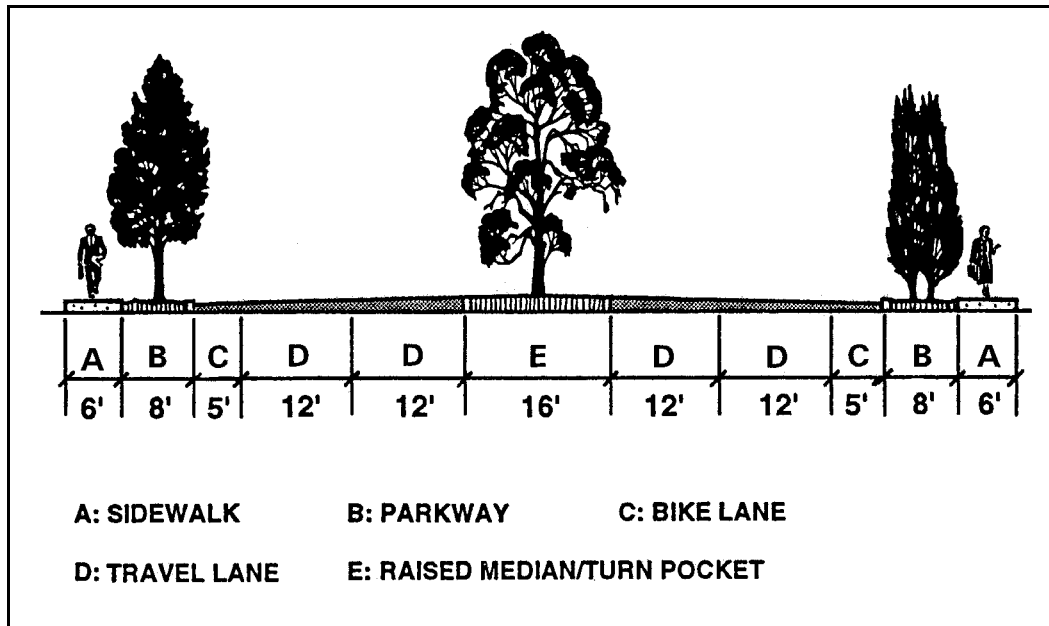
## **Minor Arterials**

### **Route 1**

An interchange should be constructed at the south entrance to Cuesta College, with associated consolidation of access to Route 1 from adjacent land uses. Also, class I and III bikeways should be provided from Cayucos to San Luis Obispo per the County Bikeways Plan.

### **Route 227**

If transportation systems and demand management techniques cannot maintain acceptable service levels, this roadway may require widening, (1) to four travel lanes between Orcutt and Tank Farm Roads, and (2) to four travel lanes from Tank Farm Road to Price Canyon Road, with turn lanes or pockets at intersections with Airport Drive, Buckley Road, Crestmont Drive, Los Ranchos Road, Biddle Ranch Road and Price Canyon Road, and signalization at Los Ranchos Road. Between Capitolio Way and Aero Loop Drive a landscaped center median and turn pockets at limited intersections should be constructed, as illustrated in Figure 5-2. Separated sidewalks, parkway landscaping, street trees, bus turn-outs and shelters should also be provided in this corridor.



**Figure 5-2: Illustration of Highway 227/Broad Street improvements**

### **Los Osos Valley Road**

If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to six lanes between Highway 101 and Madonna Road, and to four lanes west of Foothill. Shoulders should be provided west of Foothill that can be used by slow moving agricultural vehicles without conflicting with the bike lanes or bicyclists.

### **Foothill Road**

Maintain as a rural arterial with two traffic lanes and bike lanes from Los Osos Valley Road to the city limits.

### **South Higuera Street**

This roadway should be improved to four travel lanes with two bike lanes from the southern city limits to the proposed intersection with Buckley Road. The roadway should be maintained as two-lanes with two bike lanes from Buckley Road to Ontario Road, and the northbound 101 on-ramp from South Higuera Street should be closed.

### **Urban/Rural Arterials**

#### **Orcutt Road**

Improve Orcutt Road southeast from the city limits to Lopez Drive as a two-lane rural arterial with Class II bike lanes.

#### **Tank Farm Road**

Tank Farm Road should be improved as an urban arterial with four travel lanes, a landscaped median with turn pockets, two bike lanes, and two sidewalks separated from the roadway by landscaped parkways from Broad Street to South Higuera Street.

**Prado Road**

This roadway should be extended to Broad Street at Industrial Way and improved with four travel lanes, class I bike lanes, a landscaped median with turn pockets, and two sidewalks separated from the roadway by landscaped parkways. This road segment may also be appropriate for designation as State Route 227, in order to route traffic to 101 without traveling into town.

**Price Canyon Road**

Maintain as a two lane rural arterial with bike lanes from Pismo Beach city limits to Ormonde; add bike lanes between Ormonde and Highway 227.

**Corbett Canyon Road**

Maintain as a two lane rural arterial and add bike lanes.

**Urban/Rural Collectors**

**Calle Joaquin** - As part of any proposal to further develop the Dalidio-Madonna-McBride areas, the alignment and design of a road connecting Prado Road with Los Osos Valley Road should be evaluated and established.

**Buckley Road** - If transportation systems and demand management techniques cannot maintain acceptable service levels, the road may need to be widened to four travel lanes and two bike lanes and extend westerly to connect with South Higuera Street. (Also refer to associated improvements to Vachell Lane)

**Vachell Lane** - After Buckley Road is extended to South Higuera Street, terminate the existing north end of Vachell in a cul-de-sac, thereby eliminating the intersection of Vachell Lane and South Higuera Street.

**Los Ranchos Road** - This street is to be as described in Chapter IV of the Los Ranchos/Edna Village Specific Plan.

**Local Streets**

Local roads and streets function to carry traffic and alternative transportation at low volumes within neighborhoods and non-residential areas. They also carry storm water run-off. No specific improvements are proposed within the larger scope of this plan. Road improvements, including walkways for pedestrians and traffic calming measures, will be determined at the project and subdivision review stage consistent with adopted plans and regulations.

**Alleys**

Alleys occur in older communities and offer both opportunities and problems. They provide utilitarian corridors for parking, trash collection, utilities, and informal access between houses within a block. They provide access for secondary dwellings located at the back of a lot. Greater alley usage can lessen street traffic by placing parking and garages at the rear of properties and can provide better views of the street from residences. Problems that are typically associated with alleys are security, garbage accumulation and lack of paving. Where alleys exist or are planned, minimal levels of improvements are necessary to attract and secure usage. Continuous pavement to driveways, at an adequate width for emergency vehicles, lighting and amenities such as fencing and landscaping are often needed to upgrade alleys.

## **C. Transportation Systems and Demand Management**

Transportation systems and demand management strategies should be implemented wherever possible, and apply especially to the previous section on Roads and Highways, since these strategies can help avoid or delay the need for costly major roadway improvements.

### **Goals:**

1. **Systems management: Utilize a variety of methods to improve traffic flow conditions on the region's roadway network to maximize its efficiency with the least expenditures for capacity expansion.**

Systems management techniques include but are not limited to the following: synchronizing traffic signals; channelizing intersections; designating one-way streets; establishing traffic lanes reserved for high-occupancy vehicles; providing passing lanes; limiting the number of cross streets, traffic signals and driveways along arterial streets and regional routes; providing wider shoulders and eliminating or restricting on-street parking where necessary.

2. **Demand management: Reduce the number of single-occupant vehicles by promoting ridesharing and other modes of transportation.**

Demand management techniques include promoting ridesharing, public transit, flexible schedules, telecommuting, bicycling, walking and other non-vehicular transportation means.

3. **Land use planning: Plan the area's communities in a way that reduces the need to drive.**

Land use planning techniques that are consistent with the principles of transportation systems and demand management include establishing and maintaining compact urban communities. Patterns of land use categories are combined with networks of local streets, walkways and bikeways that enable people to walk, bike or drive very short distances between their homes, work places, schools, shopping, recreation and other services. Moderate residential densities are desirable to make public transit services feasible, and adequate standards are necessary for the design and location of bus stops, bus turnouts, bus shelters, and streets designated as transit routes.

## **D. Other Transportation Modes**

### **Public Transit**

The county has a goal of providing adequate public transportation to meet the needs of all residents for access to public services, medical services, schools, shopping, employment locations and recreational facilities. Public transit is a means of reducing single-occupant vehicle use, and therefore reduce air pollution, traffic congestion, parking problems and energy consumption.



A variety of public transportation systems serve the San Luis Obispo planning area. Within the city of San Luis Obispo, there is a fixed-route bus system (SLO Transit) with four different routes, a downtown trolley service,



**Central Coast Area Transit**

private taxi cabs, and special service vans provided by human service agencies. Regional transit service to and from the community is provided by Central Coast Area Transit (CCAT) and Greyhound Bus Lines. CCAT includes several fixed routes between San Luis Obispo and communities as far as San Miguel, San Simeon Acres and Santa Maria. A county-wide system called the "Runabout" has been provided for the elderly and handicapped in order to meet their special transportation needs. Ride-On provides numerous specialized transit services as well, such as the only local airport shuttle. Amtral provides passenger rail transportation with stops in Paso Robles, San Luis Obispo and Grover Beach, enabling local trips or long distance travel out of the county.

Transit service should be increased in locations and frequency as the San Luis Obispo urban area continues to develop. In the long term, the urban area should be connected to the regional system to increase transit commuting.

**Goal: Promote transit as an environmentally sound alternative to the single-occupant vehicle.**

**Objectives:**

- a. Raise public awareness of the availability and benefits of transit use through widely published and distributed schedules and other marketing techniques.
- b. Ensure that transit is convenient for users by providing ample bus stops where people need them, linkages between community and regional transit services, and schedule transit runs to get people to work or school when they need to arrive. For example, commuter bus service between the city and the Los Ranchos/Edna village should be considered. The airport should be included in the city bus system's regular bus routes.
- c. Provide incentives for transit use through fare subsidies for employees, students, shoppers and tourists.

**Land Use and Transit.** Land use planning can maximize transit usage by locating employment and residential areas in close proximity to existing or potential transit stops. Transit centers also need to be oriented to a neighborhood within a convenient walking distance between residential and employment uses. Within the San Luis Obispo urban area, residential development is constrained near the County Airport. Residential areas with proximity to transit and employment will be provided along the Prado Road extension between South Higuera and Broad Street. The more detailed planning for development through specific plans and permit review should be consistent with the following goal:

**Goal:** Establish land use patterns that minimize the need to use single-occupant vehicles and enhance transit use.

**Objectives:**

- a. Provide a bus stop and shelter within 1/4 mile of residential areas in the Residential Single-Family and Multi-Family land use categories.
- b. Provide at least one bus stop pull-out and shelter within 1/4 mile and adequate pedestrian access to employment centers within the San Luis Obispo urban reserve line. Where a bus stop and transit service is provided and employers have prepared plans for reducing the vehicle trips they generate, a reduction of up to 20 percent in required parking spaces should be permitted.
- c. Provide moderate-density housing near transit stops and employment areas to provide adequate numbers of transit users.
- d. Establish county facilities for provision of a variety of public services and new colleges (or branches of existing colleges, including Cuesta College) in both the northern and southern areas of the county as a strategy to reduce commuting to the City of San Luis Obispo.
- e. Provide adequate walkways and bikeways between locations of housing and employment and shopping.
- f. Integrate transit facilities into new development and be accessible by walking, bicycle, and automobile.
- g. Grant a development bonus in the form of an increase in allowable floor area or a reduction in required parking for developments that make significant contributions toward trip reduction.

**Bikeways**

Bikeways provide convenient routes as an alternative to automobile travel for purposes of commuting to work or school, shopping, or for recreation. A goal of this plan and the County Bikeway Plan is to provide a framework for establishment of a safe and efficient bikeway system. Planned projects should not only include the construction of bikeways, but also consider the installation of facilities such as bike racks, bike lockers, bike and ride racks, signs, showers, the creation of bike maps and safety and education programs. The County Bikeways Plan lists and maps the bikeway system, and includes policies for integrating bike-related facilities within the transportation system.



**Los Osos Valley Road Bike Lane**

**Goal:** Provide for an area-wide bikeway system to enable efficient and safe transportation for bicyclists riding to work, school, shopping, or for recreation.

**Objectives:**

- a. City and county governments, schools, major private employers and shopping centers should provide bicycle parking facilities at locations of employment, shopping, schools, transit facilities, and park-and-ride lots to increase the use of bicycles.
- b. Promote interconnection of designated bikeways in city, county, state and federal plans for circulation, land use, parks, and public facilities.
- c. Promote linkages between transit and bikeways by accommodating bicycles on buses.
- d. Encourage employers to provide incentive programs and shower/locker facilities for employees who ride bicycles to work.
- e. Develop class I bike paths along selected riparian routes or other appropriate corridors where possible to link residential areas with important destinations (no dead-end routes) while avoiding impacts to agricultural and environmentally sensitive areas.
- f. Provide for the safe and separate uses for the roads for bicycle and other vehicular traffic, including slow agricultural vehicles, through separate bike lanes.

### **Carpooling - Park and Ride Lots**

Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue to travel via another carpool vehicle or transit service. This applies to vans as well as to smaller vehicles. The Clean Air Plan and the Regional Transportation Plan emphasize park and ride lots as transportation system management measures to encourage people to use transportation modes other than single-occupant vehicles. Park and ride lots within the planning area may be appropriate in the future.

### **Airport**

The San Luis Obispo County Airport is owned and operated by the county. Its state classification is Type IC, accommodating short-haul and scheduled air taxi or commuter service. It represents a public facility of great county-wide importance, since it is the most used airport in the county.

The pending update of the San Luis Obispo County Airport Master Plan projects that this airport will continue to accommodate substantially increasing numbers of aircraft, and is evaluating whether any



**Airport Terminal**

further extension of either of the two existing runways will be necessary. The airport should be included in the regular routes of the local and regional public transit systems. Until that happens, a shuttle service should be provided as a connection with the public transit systems.

## **Rail**

The Southern Pacific Railroad provides freight service, and Amtrak operates passenger service, connecting San Luis Obispo with other areas in the San Francisco/Los Angeles/San Diego corridors. The San Luis Obispo depot is an historical facility with Amtrak passenger service. Higher speed Amtrak service that is competitive with automobile travel times between the major metropolitan areas has been studied for feasibility. The report's conclusion was that several phases of improvements could reduce travel time between Los Angeles and San Francisco to as little as eight hours, at an ultimate cost of \$650 million. Moderate increases in train speeds may be appropriate if safety concerns can be met. Rail transit should be considered further to be integrated with other transit modes.

## **Trails**

The County Trails Plan provides a reference for the potential hiking and equestrian trails in the unincorporated area. The plan may be amended as new information about possible trails becomes available, so it should be reviewed for the most current and detailed information about trails. Although this area plan does not include detailed maps of the trails, the trails in the planning area that are ranked in the November 26, 1991, Trails Plan (and not duplicated in the Bikeways Plan) include the following:

1. San Luis Obispo to Avila Beach
2. Bishop Peak
3. The Juan Bautista de Anza Historic Trail
4. Poly Canyon/Stenner Creek
5. Cal Poly to West Cuesta Ridge
6. El Chorro Regional Park to West Cuesta Ridge

## **E. PLANNING AREA CIRCULATION PROGRAMS**

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself.

Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs, substantial community support for the program, available funds and related costs.

The following circulation programs for the San Luis Obispo planning area are grouped under general headings indicating a community or other location in the planning area where they each apply. Table 5-1 (on page 5-19) identifies the responsible agencies, potential funding sources and preferred time-frames for completion.

## Areawide

1. **Land Use and Transportation Planning.** The county should work with the City of San Luis Obispo and SLOCOG to implement more specific land use planning and design measures during the preparation of specific plans, design guidelines and road design and construction decisions, that will minimize traffic impacts and be conducive to alternative transportation.
2. **Scenic Corridors.** The county Planning Department should continue to explore alternative methods of protecting scenic vistas along Highways 1, 101, 227, Orcutt Road and Los Osos Valley Road.
3. **Trails.** Evaluate potential new trails to be included in the county trails plan, including but not limited to additional trails to and along the peaks from the City of San Luis Obispo to Morro Bay.

## Urban Area

4. **Improvements Financing.** County Service Area 22 should be amended, or a new assessment district formed, to fund needed circulation system improvements, in conjunction with development impact fees. Other methods should be investigated, including Mello-Roos Community Facilities Districts.

## Los Ranchos/Edna Village Area

5. **Secondary access options.** The County Public Works and Planning and Building Departments should immediately begin to research options for providing additional access into areas within the village area. Information about feasible alternative routes for vehicular, bicycle and pedestrian access into the Rolling Hills and Country Club areas should be prepared, including needed rights-of-way, cost estimates, and financing options, and then presented to the community for review, comment and participation in identifying most appropriate options. Once the appropriate options are identified, they should be presented to the Board of Supervisors and implemented without delay.

The following table summarizes recommended time frames for completing the circulation programs identified in this chapter, assuming that adequate funding is available. This table does not supersede schedules for the programs as established by either the resource management system or any other program adopted by the Board of Supervisors.

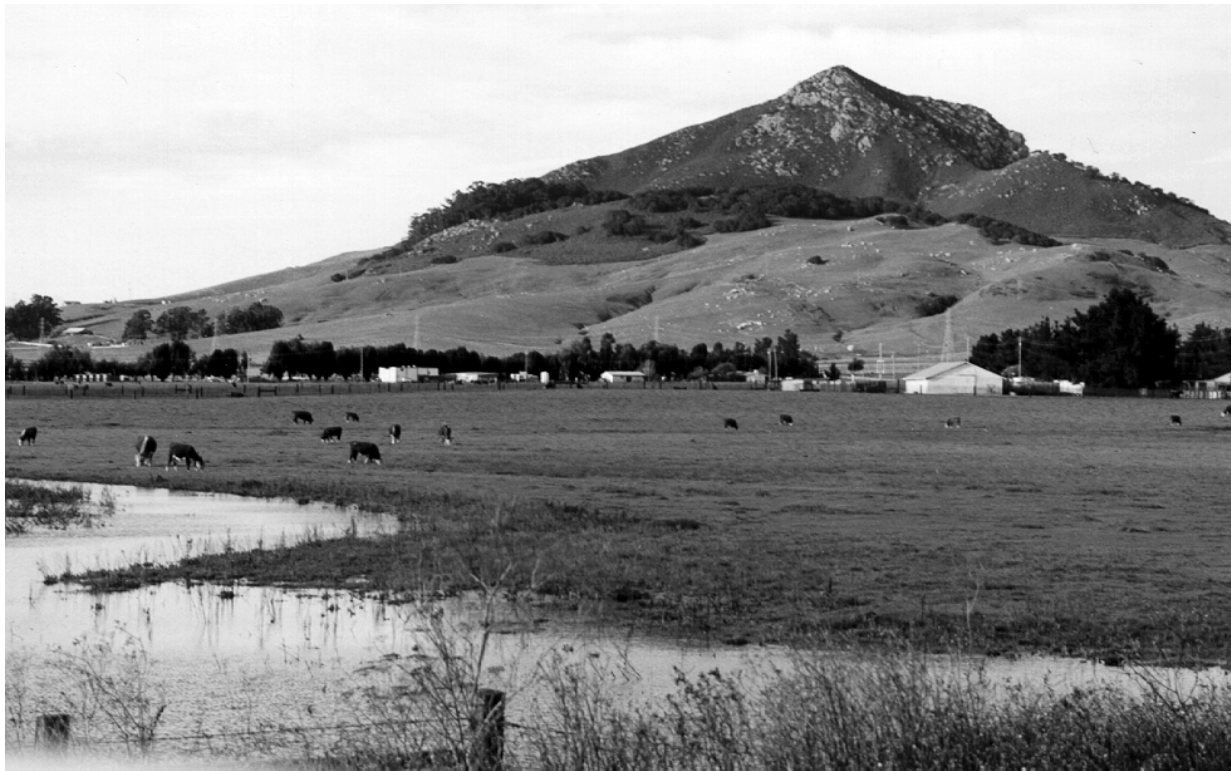
<b>TABLE 5-1</b> <b>SCHEDULE FOR COMPLETING CIRCULATION PROGRAMS</b> <b>SAN LUIS OBISPO PLANNING AREA</b>					
AREA	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	PRIORITY	TIME FRAME (YEARS)
AREAWIDE	1. LAND USE AND TRANSPORTATION PLANNING	COUNTY PLANNING AND BUILDING	N/A	HIGH	1-3
	2. SCENIC CORRIDOR STANDARDS (SRA)	COUNTY PLANNING	N/A, GRANTS	HIGH	1-2
	3. IMPLEMENT TRAILS PLAN	COUNTY GENERAL SERVICES	N/A, GRANTS	MODERATE	3-5
SLO URBAN AREA	4. ROAD IMPROVEMENTS	COUNTY PUBLIC WORKS	N/A, FEES, ASSESSMENT DISTRICT, MELLO-ROOS COMM. FAC. DISTRICT	HIGH	3-10
LOS RANCHOS /EDNA VILLAGE AREA	5. SECONDARY ACCESS	COUNTY PUBLIC WORKS, PLANNING AND BUILDING	FEES, ASSESSMENT DISTRICT, MELLO-ROOS COMM. FAC. DISTRICT	HIGH	1-2

**Notes:**

1. Priority listings are the relative importance within each time frame: low, moderate or high.
2. Time frames are from the date of adoption of the San Luis Obispo Area Plan update:  
**Immediate:** 1 year; **Short:** 1-3 years; **Medium:** 3-5 years; **Long:** to 10 years.
3. N/A in the "potential funding" column means that work would be performed by county staff within their budget. No special funding is required.

## CHAPTER 6: COMBINING DESIGNATIONS

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**Floodplain in Los Osos Valley**

Combining designations are special overlay land use categories applied to areas with potentially hazardous conditions or significant natural resources. In such areas more detailed project review is needed to avoid or minimize adverse environmental impacts, or effects of hazardous conditions on proposed projects. The following areas are subject to special combining designations. In some cases, specific standards affecting land use and development have been adopted for an area where a combining designation is applied. Those standards are found in Chapter 7 (Planning Area Standards) and apply to new development in addition to the standards of Chapter 22.07 of the Land Use Ordinance.

### **Summary of Combining Designations**

The Land Use Element uses the following seven combining designations inland of the coastal zone:

**AR Airport Review:** Special review areas that are identified in the various county and Paso Robles airport land use plans where proposed developments are reviewed to avoid land uses incompatible with airport operations.

- GSA Geologic Study Area:** Areas within urban and village reserve lines that are subject to "moderately high to high" landslide risk or liquefaction potential; and to land outside urban reserve lines subject to high landslide risk potential, according to the Seismic Safety Element.
- FH Flood Hazard:** Flood-prone areas identified through review of available data from various federal, state or local agencies.
- H Historic Site:** Areas of unique historical significance.
- SRA Sensitive Resource Area:** Areas having high environmental quality and special ecological or educational significance.
- EX Energy or Extractive Area:** Areas where oil, gas or mineral extraction occurs, is proposed or where the State Geologist has identified petroleum or mineral reserves of statewide significance, and areas of existing or proposed energy-producing facilities.
- EX<sub>1</sub> Extractive Resource Area:** Areas, including active mines, that the California Department of Conservation's Division of Mines and Geology has classified as containing or highly likely to contain significant mineral deposits.

## **A. SAN LUIS OBISPO AREA PLAN DESIGNATIONS**

**San Luis Obispo County Airport Review Area (AR)** - The airport and environs are under the jurisdiction of two separate series of regulations and review processes: The Federal Aviation Administration (FAA) Part 77 regulations which, in part, address interference with air traffic by the height of structures, and electronic emissions that could impede aircraft communications and navigation; and the San Luis Obispo County Airport Land Use Plan, which defines compatible land uses and standards for six specific "zones" around the airport and is adopted by the San Luis Obispo County Airport Land Use Commission. The area included within the Airport Review combining designation is shown on the Official Maps, and is shown on the



**Commuter aircraft flight**



combining designation maps in the back of this area plan for informational purposes.

**Geologic Study Area (GSA)** - Many of the hillside areas are subject to high landslide risk potential, as identified in the Seismic Safety Element. This designation is also applied to Alquist-Priolo earthquake fault zones, including areas near identified earthquake faults, pursuant to the Public Resources Code section 2622.

**Flood Hazard Areas San Luis Obispo Creek and Tributaries (FH)** - San Luis Obispo Creek and major tributaries (Stenner, Brizzolari and Prefumo creeks) that are subject to flooding.

## Historic Sites

**Banning School.** Located in El Chorro Regional Park, the school was named for Mary Hollister Banning, whose father donated the land for the school, which was built in 1896.

**Hansen Barn.** Known as the Mail Pouch Tobacco barn, located below Bishop Peak on Highway 1, the advertisement was painted and maintained by a tobacco company, which last painted it in 1945.

**Independence School.** Located at the intersection of Orcutt Road and Righetti Road.

**Lyman House.** Located at the foot of Cuesta Grade, this two-story Victorian house was built in 1895 by Albert Lyman, a retired railroad engineer from Reno, Nevada. The house was referred to as "the Nevada house."

**Octagon Barn.** This uniquely shaped barn was built before 1900 for milking cows and is located on South Higuera Street.

**Tognazzini General Store.** Located at the Edna townsite, John Tognazzini built the store in 1900. After burning down in 1906, it was rebuilt in 1908.

**Vasquez-Hollister Adobe.** Located at Cuesta College and built between 1800 and 1830 on the Rancho Canada del Chorro, the adobe became the property of Don Diego Scott and Don Juan Wilson when the land was granted to them in 1845. It was sold to the Hollister



Octagon Barn, South Higuera Street

family in 1865 and henceforth was called its current name.

**Sensitive Resource Areas (SRA)** - This designation covers the highly scenic and important backdrops and natural landmarks visible from scenic highways and the urban area, and is applied to locations of rare or endangered plants and animals. The intent of an SRA is to call attention to the importance of these resources, and to protect the public's interest in them through standards in Chapter 7. Those standards regulate certain types of development that could disrupt and degrade the identified resources. The standards also are consistent with and implement the recommendations of the Open Space Element.

Scenic and visual qualities of distant ridges, peaks and hillsides, as well as the closer or "foreground" elements such as rock outcrops, oak woodlands, creeks and other visually appealing natural formations and vegetation contribute to the widespread perception by local residents and visitors alike that the San Luis Obispo area is a desirable place to live or visit.

This perception, in turn, has a beneficial effect on the economic stability of the recreation and tourist industries. Other economic sectors also benefit from local employees and employers alike who place a high value on living in San Luis Obispo.

Therefore, identification and protection of

the scenic resources in the San Luis Obispo planning area is an important aspect of planning.



**Cuesta Ridge**

Ridges, peaks and hillsides comprise scenic backdrops and natural landmarks. They rise above urban areas and highways, terminating vistas with a largely undeveloped appearance. The scenic backdrops to which the SRA has been applied include scenic lands visible to travelers along Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard, Orcutt Road, Price Canyon Road, and the Southern Pacific Railroad, including the following areas:

**Irish and San Miguelito Hills.** The SRA covers the area from the southern boundary of the planning area down to the 200-foot elevation. These areas are highly visible from Highways 101 and 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.

**The Morros: including Islay Hill, Righetti (or Mine) Hill, Cerro San Luis, Bishop Peak, Chumash Peak, Cerro Romauldo and associated hills.** The SRA covers this area from the tops of these hills, peaks and connecting ridges down to the 280-foot elevation, except that it terminates at the 320-foot elevation above Cuesta College

west of O'Connor Way, the 225-foot elevation around the base of the South Street Hills, and varies from 280 feet to 200 feet along Highway 1 east of Cuesta College to the city limits. These areas correspond to the visually prominent backdrops visible from Highways 1, 101, 227, Los Osos Valley Road, Foothill Boulevard and Prefumo Canyon Road.

Areas with specific rare or endangered plant or animal species or communities warrant special protection provided through the standards in Chapter 22.07 of the Land Use Ordinance. Accordingly, some of the known areas are identified below:

**Ruda Ranch** - This property contains some of the largest oaks in the county, as well as some manzanitas two feet in diameter and 40 feet high. The area should be retained as a natural area. This site was included in the California Natural Areas Coordinating Council report entitled "Preliminary Inventory of California Natural Areas." Figure 6-1 shows the approximate location of this area.

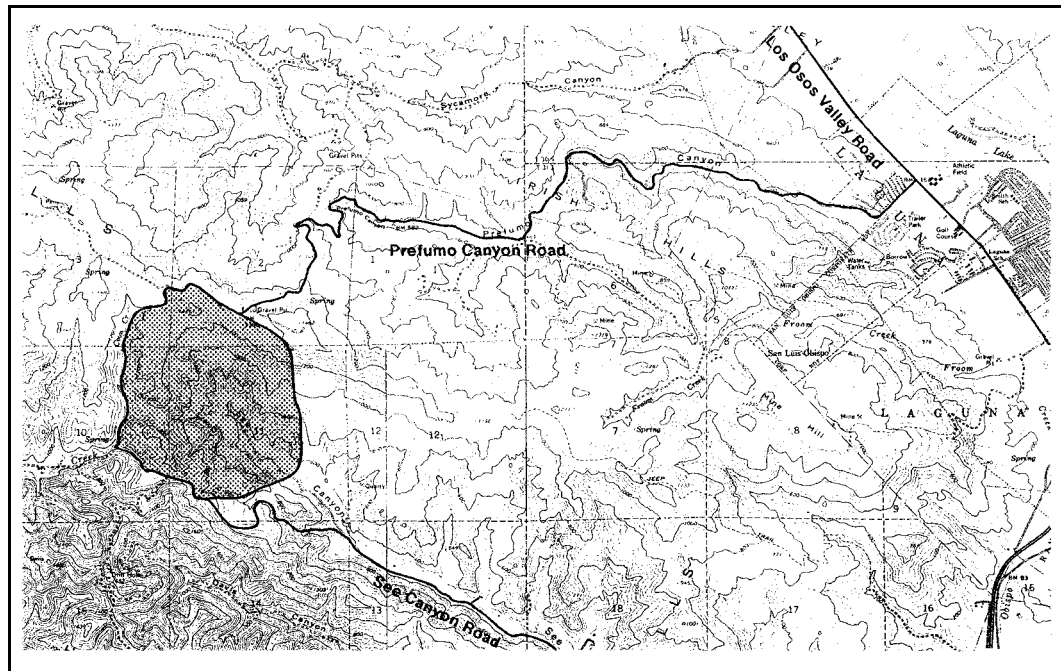
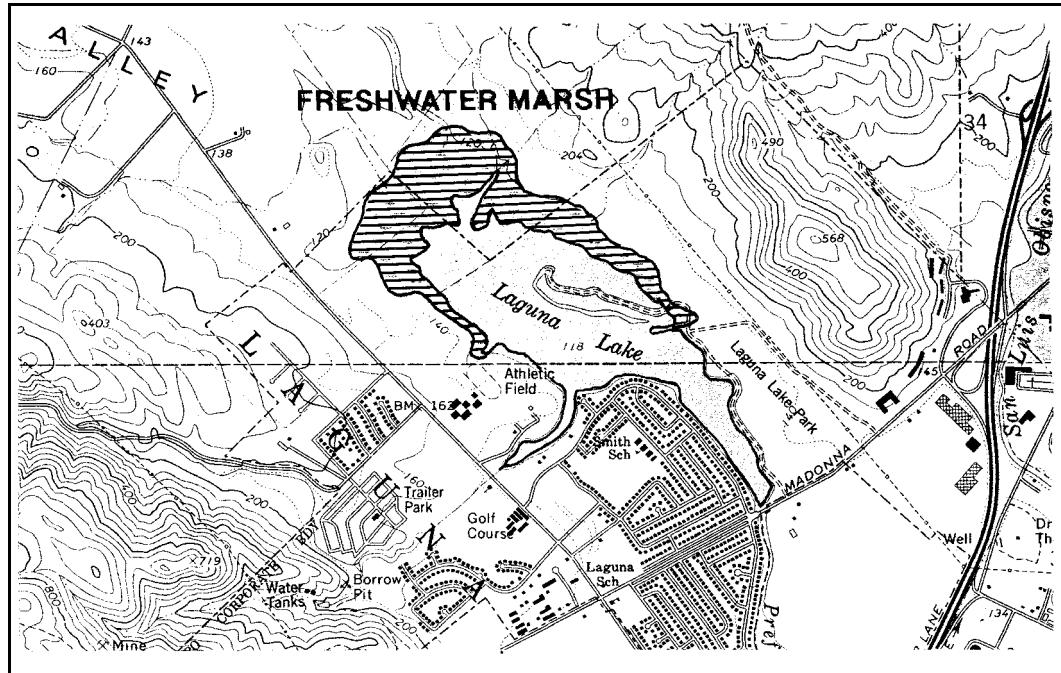


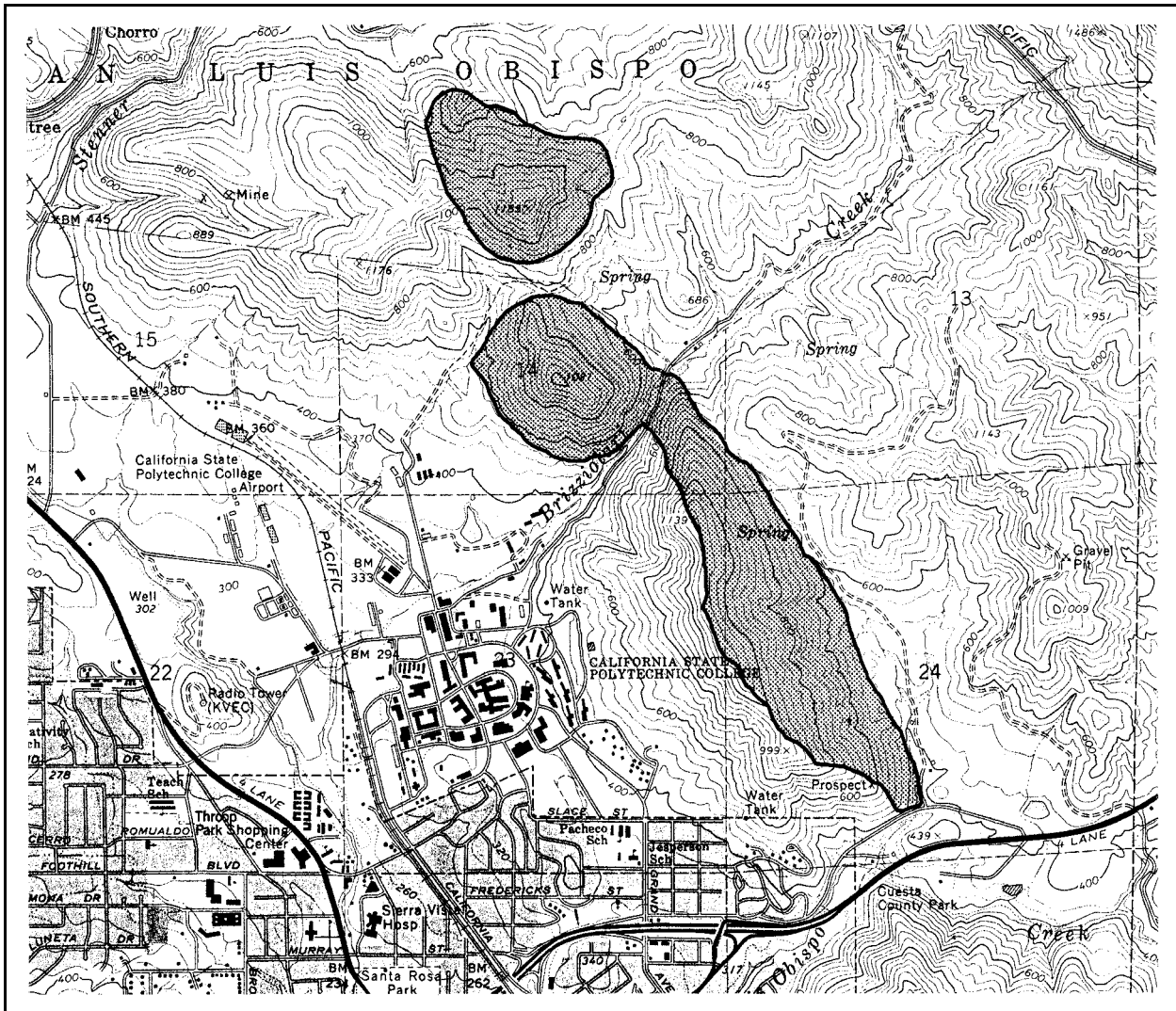
Figure 6-1: Location of unique plant community on the Ruda Ranch

**Coastal and Valley Freshwater Marsh** - A freshwater marsh located around Laguna Lake, as shown in Figure 6-2, has been identified in the California Natural Diversity Database because such freshwater marshes are extremely endangered on a statewide basis.



**Figure 6-2: Freshwater marsh around Laguna Lake**

**Serpentine Bunchgrasses** - As shown in Figure 6-3, there are stands of native grasses in serpentine outcrops on the grounds of California Polytechnic State University.



**Figure 6-3: Locations of native bunchgrasses on Cal Poly campus**

## B. COMBINING DESIGNATION PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

Combining designation programs for the San Luis Obispo planning area are grouped under names of communities or rural areas, and then under combining designations or other headings to identify specific areas where they apply.

### Historic Sites

1. **Preservation.** The county should coordinate land use and circulation planning to be certain that when designating properties that have historic structures, the structures will not be adversely affected by incompatible development and road alignments.
2. **Maintenance and Restoration.** The county should assist property owners in funding adequate maintenance and restoration of historic structures through innovative financial arrangements and preservation agreements. The county should also consider initiating ordinance or element amendments that could facilitate such agreements through creation of smaller parcels than otherwise allowable.

### Sensitive Resource Areas

1. **The Morros.** The county should work with property owners in the morros area to secure guarantees of continuing open space use in the form of agreements, contracts or easements to preserve prominent natural features. These agreements are not to provide for public access to private lands unless agreed to by the property owner (for example, if purchased by a public agency or nonprofit land trust). Through a collaborative effort of property owners and public groups, the county is preparing a Morros Master Plan to address the Morros from San Luis Obispo to Morro Bay.
2. **Public Lands.** Lands currently in public ownership should be retained to support the preservation of scenic backdrops.

The following table summarizes recommended time frames for completing the combining designations programs identified in this chapter. This table does not supersede schedules for the programs as established by either the resource management system or any program adopted by the Board of Supervisors.

**Table 6-1**

**SCHEDULE FOR COMPLETING COMBINING DESIGNATION PROGRAMS  
SAN LUIS OBISPO PLANNING AREA**

AREA	PROGRAM	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	PRIORITY	TIME FRAME (YEARS)
Historic Sites	1. Preservation	County General Services, Planning, Engineering	N/A	High	Ongoing
	2. Maintenance	County Planning	N/A, Grants	High	Ongoing
Sensitive Resource Areas	1. The Morros	General Services Dept, Planning Dept	N/A, State Grants	High	Ongoing
	2. Public lands	County General Services	N/A, Grants	Moderate	Ongoing

**NOTES:**

1. Priority listings are the relative importance within each time frame: low, moderate, high.
2. Time frames are from the date of adoption of the San Luis Obispo Area Plan Update, (enter date):  
**Immediate:** 1 year; **Short:** 1-3 years; **Medium:** 3-5 years; **Long:** to 10 years.
3. N/A in the "potential funding" column means that work would be performed by county staff within their budget. No special funding is required.

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# APPENDIX

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- A.     **Population Projections**
- B.     **Build-out Capacity**
- C.     **Glossary**

**TABLE A-1  
SAN LUIS OBISPO COUNTY POPULATION PROJECTIONS, SEPTEMBER 2001**

PLANNING AREA or Community	Population in Households (Population in group quarters not included)						
	2000	2005	2010	2015	2020	2025	2030
<b>ADELAIDA</b>	3,114	3,547	4,041	4,603	5,244	5,974	6,805
<b>EL POMAR/ESTRELLA</b>	7,294	8,085	8,962	9,934	11,011	12,205	13,528
<b>ESTERO</b>	28,626	29,505	31,400	33,429	35,601	37,929	40,423
Morro Bay	<b>10,212</b>	10,653	11,114	11,594	12,095	12,618	13,163
Cayucos	2,926	3,075	3,232	3,397	3,570	3,752	3,943
Los Osos	14,277	14,420	15,534	16,735	18,028	19,421	20,922
Estero (Rural)	1,211	1,357	1,520	1,703	1,908	2,138	2,395
<b>HUASNA-LOPEZ</b>	821	941	1,079	1,237	1,418	1,626	1,864
<b>LAS PILITAS</b>	1,349	1,395	1,442	1,491	1,542	1,594	1,648
<b>LOS PADRES</b>	319	357	400	448	502	562	630
<b>NACIMIENTO</b>	2,852	2,885	2,918	2,952	2,986	3,020	3,055
<b>NORTH COAST</b>	7,097	7,380	7,809	8,264	8,746	9,256	9,797
Cambria	6,230	6,483	6,881	7,304	7,753	8,229	8,735
North Coast (Rural)	867	897	928	960	993	1,027	1,062
<b>SALINAS RIVER</b>	61,906	67,410	73,362	79,738	86,804	94,644	103,350
Atascadero	<b>25,079</b>	26,254	27,484	28,772	30,120	31,531	33,009
Paso Robles	<b>23,517</b>	26,491	29,841	33,614	37,864	42,652	48,045
San Miguel	1,420	1,646	1,908	2,212	2,564	2,972	3,445
Santa Margarita	1,258	1,322	1,424	1,534	1,653	1,781	1,919
Templeton	4,607	5,551	6,435	7,210	8,078	9,051	10,141
Salinas River (Rural)	6,025	6,146	6,270	6,396	6,525	6,657	6,791
<b>SAN LUIS BAY</b>	49,167	52,126	55,270	58,613	62,167	65,946	69,967
Arroyo Grande	<b>15,668</b>	16,443	17,256	18,109	19,004	19,944	20,930
Avila Beach	300	328	359	392	429	469	513
Grover Beach	<b>13,057</b>	13,846	14,682	15,569	16,510	17,507	18,565
Oceano	7,244	7,877	8,565	9,314	10,128	11,013	11,976
Pismo Beach	<b>8,572</b>	9,085	9,629	10,206	10,817	11,465	12,152
San Luis Bay (Rural)	4,326	4,547	4,779	5,023	5,279	5,548	5,831
<b>SAN LUIS OBISPO</b>	46,102	48,567	51,167	53,909	56,803	59,856	63,078
San Luis Obispo (City)	<b>42,582</b>	44,754	47,037	49,436	51,958	54,608	57,394
San Luis Obispo (Rural)	3,520	3,813	4,130	4,473	4,845	5,248	5,684
<b>SHANDON-CARRIZO</b>	2,476	2,825	3,223	3,677	4,195	4,786	5,460
<b>SOUTH COUNTY</b>	21,464	23,592	25,945	28,548	31,428	34,616	38,147
Nipomo	12,612	14,131	15,833	17,740	19,876	22,269	24,950
Nipomo (Rural)	8,852	9,461	10,112	10,808	11,552	12,347	13,197
<b>COUNTY TOTAL (Households only)</b>	232,587	248,615	267,018	286,843	308,447	332,014	357,752
Incorporated Cities	<b>138,687</b>	147,526	157,043	167,300	178,368	190,325	203,258
Unincorporated Area	93,900	101,089	109,975	119,543	130,079	141,689	154,494
<b>GROUP QUARTERS <sup>2</sup></b>	15,571	16,609	17,717	18,899	20,160	21,505	22,940
Incorporated Cities	4,816	5,137	5,480	5,846	6,236	6,652	7,096
Unincorporated Area	10,755	11,472	12,237	13,053	13,924	14,853	15,844
<b>COUNTY TOTAL (Households + Group Qtrs)</b>	<b>248,158</b>	265,224	284,735	305,742	328,607	353,519	380,692

1 Numbers in **bold** are from the California State Department of Finance.

2 Group quarters includes nursing homes, school dormitories, military barracks, prisons, jails, hospitals, etc.

Source: San Luis Obispo County Department of Planning and Building

<b>TABLE A-2 RESIDENTIAL BUILD-OUT CAPACITY FOR SAN LUIS OBISPO PLANNING AREA<sup>A</sup></b>				
<b>Area/Community Land Use Category<sup>B</sup></b>	<b>Acres</b>	<b>Build-out Capacity<sup>C</sup> (Dwellings<sup>D</sup>)</b>	<b>Build-out Capacity<sup>C</sup> (Population<sup>E</sup>)</b>	<b>Estimated Build-out Date</b>
<b>Rural Area</b>				
Agriculture	48,542	455	1,174	
Rural Lands	5,569	52	134	
Residential Rural	1,712	257	663	
Residential Suburban	333	250	645	
Rural Subtotal	56,156	1,014	2,616	2010
<b>San Luis Obispo Urban Area</b>			0	
Agriculture	165	2	5	
Residential Suburban	22	17	44	
Residential Single Family	629	3,302	8,519	
Residential Multi Family	80	1,560	4,025	
Urban Subtotal	896	4,881	12,593	2020
<b>Los Ranchos/Edna Village Area</b>		0	0	
Recreation	235	211	544	
Residential Rural	394	71	183	
Residential Suburban	259	233	601	
Residential Single Family	59	372	960	
Village Subtotal	947	739	2,288	2000
<b>Total of Residential Categories<sup>B</sup></b>	57,999	5,895	17,497	

Notes:

- A. Totals in this table do not include the city of San Luis Obispo
- B. Includes only those categories where primary residences are permitted uses.
- C. Build-out estimates correspond to 75% of the total absorption capacity, except for Los Ranchos/Edna, which corresponds to 90% of absorption capacity.
- D. Dwellings are assumed to be at one unit per 80 acres in Agriculture and Rural Lands, 5 acres in Residential Rural, one acre in Residential Suburban, 7 per acre in Residential Single Family, and 26 per acre in Residential Multi Family.
- E. Potential population at build-out assumes 2.38 persons per dwelling unit.
- F. The build-out capacity estimates and population projections are subject to change as a result of the development of new information through the Land Use Element Update program, or other research projects. Estimates are revised periodically.
- G. The build-out population represents the likely ultimate population that can be expected within the land use categories in this plan, including any limitations on density imposed by area plan or Land Use Ordinance standards.
- H. Projected build-out dates are estimates rounded to the nearest five-year interval using population projections in Table A-1.

## Glossary San Luis Obispo Area Plan

Technical and specialized terms  
that are used in the San Luis Obispo Area Plan

**above grade** Any elevation higher than the natural ground contour.

**absorption capacity** The potential total population that would result from unconstrained growth and full development of all land within the planning area to the maximum extent permitted within each land use category designated in the area plan.

**access** The means of vehicular or pedestrian entrance or exit to a site.

**adequate densities** Sufficient or suitable numbers of permanent residential dwellings per acre of land.

**aesthetic quality** The degree of excellence in beauty, as in pleasing form and color.

**agricultural accessory structure** An uninhabited structure, designed and built to store farming animals, implements, supplies, or products (not including commercial greenhouses or buildings for agricultural processing activities), which is not used by the public.

**alley** A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation, access to garages, utilities and waste collection. Alleys typically are located along rear property lines.

**alluvial** Soils deposited by stream action.

**ambient** Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

**annexation** Assumption of jurisdictional authority over a land area by a governing entity, such as a city or special district, which is granted by the Local Agency Formation Commission (LAFCo).

### **arterial roads**

**principal arterial** A freeway, expressway or principal county road which connects major population centers and other points of traffic generation. These roads have controlled access and are not intended for local trips. (right-of-way [R/W] varies)

**urban/rural arterial** A road that carries traffic between principal arterial roads, centers of population, or carries large volumes of traffic within an urban or rural area. Arterials are not intended to provide primary access to residences, and are best used for controlled access to areas of retail and service commercial uses, industrial facilities and major community facilities. (Divided - 18-foot R/W) (Undivided - 92-foot R/W)

**collector road, urban/rural** A road that enables traffic to move to and from local roads, arterial roads and activity centers. Collectors are the principal arterial of residential areas and often carry a relatively high volume of traffic. A collector also has the potential for sustaining minor retail establishments. Limits on residential driveway access should be based upon traffic volumes, parcel sizes and sight distances (60-foot R/W)

**local road** A road that is used primarily for access to adjacent property. (50-foot R/W)

**biological analysis** A study prepared by a county-approved biologist which documents the plant and/or animal life in an area, and how development might affect them.

**biological habitat** Refer to "habitat" and "important biological habitat".

**buffer** An area of land separating two distinct land uses, such as agriculture and residential, which acts to soften or mitigate the effects of one land use on the other.

**build-out capacity** An estimate of the likely ultimate population that can be expected within the land use categories in the plan, including any limitations on density imposed by standards in the area plan or Land Use Ordinance.

**census** The tabulation of population and other data by the United States Census Bureau every ten years.

**circulation** The system or act of providing for the orderly movement of people and goods, by such means as highways, streets and alleys, sidewalks, trails, railroads, airplane flight and electrical and pipeline transmission.

**circulation element** The document, or element, in the County General Plan describing the general location and extent of existing and proposed major thoroughfares and transportation systems, terminals and other local public utilities and facilities.

**clustered development; cluster; clustering** Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open area.

**combining designations** Areas with characteristics that are either of public value or are hazardous to the public. The special location, terrain, man-made features, plants or animals of these areas create a need for more careful project review to protect those characteristics, or to protect public health, safety and Welfare. Also includes map symbols that denote the general location of proposed public facilities.

**Council of Governments** The San Luis Obispo Council of Governments (SLOCOG) is a regional countywide agency that is authorized by the State of California to conduct transportation planning and special studies.

**creek** A waterway that is identified by a blue line on maps issued by on United States Geological Survey, commonly referred to as a "blue line stream." Includes the creek banks at the side of the historical channel that carries water, including floodways and previous channels, extending up to the existing grade of surrounding lane.

**creek corridor** The area along the creek that includes the creek flow area, creek banks and associated riparian corridor, as shown in Figure A-1.

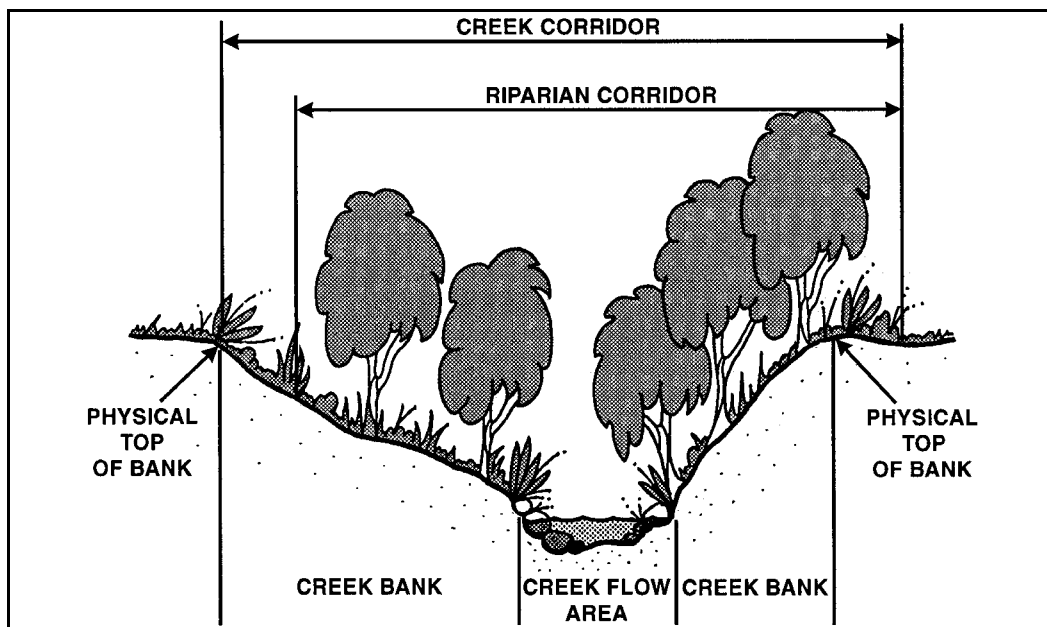


Figure A-1: Creek and Creek Corridor

**creek riparian habitat** Refer to "riparian habitat".

**density** The measure of the ratio of population to the area of land occupied by that population, which may be expressed as dwelling units per acre, families per acre, persons per acre, or conversely as acres per dwelling unit or square feet per dwelling unit.

**development** Any land activity or alteration of the landscape, its terrain contour or vegetation, including the erection or alteration of buildings or structures. New development is any construction or alteration of an existing structure or land use, or the establishment of a new land use.

**dwelling or dwelling unit** Any building, or portion thereof, which contains living facilities, including provisions for sleeping, eating, cooking and sanitation, for not more than one family.

**General Plan** A statement of policies adopted by the county Board of Supervisors concerning the physical development of land in the county's jurisdiction, contained in seven required elements, or documents, that include land use, circulation, housing, conservation, open space, noise and safety, and any other optional elements adopted by the county pursuant to Section 65302 of the California Government Code.

**grading** Any excavating, filling or combination thereof.

**habitat** The place where a plant or animal naturally lives, including its food and water sources, shelter, etc.

**household** All those persons, related or unrelated, who occupy a single dwelling unit.

**infill development** Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

**infrastructure** Those services and facilities that support the development of transportation or land use, such as streets, water supply and sewage disposal systems and utilities, public safety and school and park facilities.

**land use category** Any of the districts defined in Framework for Planning, Part I of the Land Use Element, which are applied to the unincorporated areas of San Luis Obispo County for the purpose of identifying areas of land suitable for particular land uses by establishing allowable uses, parcel sizes, density and intensity of development, and other factors..

**Land Use Element (LUE)** The document, or element, of the County General Plan that 6 prescribes the location and distribution of land uses, adopted pursuant to Section 65302 of the California Government Code. Part I of the Land Use Element (LUE) is Framework for Planning, contains planning goals, policies and procedures that define how the LUE is used with the Land Use Ordinance and other ordinances. Part II of the LUE is comprised of area plans that divide the unincorporated county into smaller planning units. Part III of the LUE, the official maps, show how the land use categories and combining designations are applied to each parcel of land in the unincorporated county.

**Land Use Ordinance (LUO)** Adopted as Title 22 of the San Luis Obispo County Code, the Land Use Ordinance establishes comprehensive development standards and review procedures regarding types of land use permits, site design, development and operation of land uses; also constitutes the county's open space zoning ordinance pursuant to Sections 65910 et seq. of the Government Code.

**liquefaction** The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

**local street** A street that is used primarily for access to adjacent property (50 foot right-of-way).

**mean** The average, a number between the smallest and the largest of a set of numbers, of values.

**median** The middle number in a series of numbers.

**mode** A type of transportation, such as bus.

**Munsell color scale** A measure of gradations of color intensity (tint or chroma) and brightness (value).

**nexus** The relationship in common between two or more variables or conditions.

**node** A concentration of development; a place of social activity; a landmark or focal point.

**non-renewable resources** Natural resources that are only regenerated over geologic time, if at all. Examples are oil and minerals extracted by mining operations.

**oak woodlands** Refer to "woodlands".

**pedestrian access** The ability to enter or leave a site from or to a street by walking.

**planning area** A sub-region of the county that is designated in Framework for Planning, Part I of the Land Use Element, for which an area plan has been adopted by the San Luis Obispo County Board of Supervisors.

**planning area standard** The requirements affecting land use, and any informational maps accompanying such requirements, which are set forth in the various area plans comprising Part II of the Land Use Element, identified as "planning area standards." Where there is conflict between them, planning area standards take precedence over Land Use Ordinance standards.

**program** Recommended actions, rather than mandatory requirements, that may be initiated by the county or other identified public agency to achieve specific community or areawide objectives.

**Regional Transportation Plan** A biannual plan adopted by the San Luis Obispo Council of Governments for region-serving transportation facilities, such as highways and roads, and services such as transit.

**renewable resources** Natural resources typically regenerated or restorable during a human lifetime. Typical examples include water and trees.

**resource management system (RMS)** A component of Framework for Planning, Part I of the Land Use Element, consisting of a compilation and analysis of existing and projected usage of resources, facilities and services needed to support development and population growth. The RMS is updated annually in a summary report submitted to the Board of Supervisors that contains estimated capacity levels for five resources: water supply and distribution, sewage disposal, schools, roads and air quality.

**riparian habitat** The vegetative and wildlife areas directly associated with and dependent on an intermittent or perennial water source (e.g., creeks, lakes, vernal pools, high groundwater areas).

**riparian corridor** Typically applies to vegetation along rivers and creeks. Refer also to "riparian habitat".

**riparian vegetation** Areas delineated by the existence of plant species normally found near fresh water.

**rural area** The area outside urban or village reserve lines (including cities), as adopted in the Land Use Element, that has few public facilities and services.

**rural character** Distinctive traits of the country outside urban and village areas.

**rural visual character** Distinctive traits of the country outside urban and village areas that can be seen.

**sensitive biological habitat areas** Refer to "important biological habitat".

**Sensitive Resource Area** An official county designation in the Land Use Element of the General Plan, designating an area as having high environmental quality, special ecological or educational significance. Refer to Framework for Planning, Part I of the Land Use Element.

**significant stands of trees** A group of trees large enough to 1) provide distinct visual relief when viewed from major public road corridors, or 2) have moderate to high wildlife habitat value.

**sphere of influence** A boundary adopted by the Local Agency Formation Commission that delineates the probable ultimate physical boundaries and limits of local governmental agency service areas for a 10 to 20-year period.

**sphere of service** A boundary adopted by the Local Agency Formation Commission around a community, city or special district where short-term growth (10-year period) will be considered, and within which urban services are planned to be provided.



**stream** A waterway that is identified on United States Geological Survey maps with a blue line, commonly called a "blue line stream." (See also "creek" and "creek corridor.")

**streetscape** Those features associated with the appearance of a street, including pavement, street furniture, trees, landscaping, lighting, buildings and other objects within view of the street.

**transit** A transportation service such as bus or dial-a-ride.

**transportation system management (TSM)** Policies that focus on more efficient utilization of existing highways and transit systems to improve the movement of people and goods.

**transportation demand management (TDM)** Policies to reduce the number of vehicles using roadways by enabling and promoting alternative forms of transportation that can reduce the total number of vehicle trips.

**urban area** The area within urban reserve lines as adopted in the Land Use Element (including cities) that are planned for residential development at a density of more than one dwelling unit per five acres, and non-residential uses to provide most economic needs, where necessary public facilities and services exist or are planned to be provided.

**urban reserve line (URL)** A boundary around an urban area (including cities) that separates urban land uses from the adjacent rural area, defining land that is planned for urban growth within the next 20 years (see "urban area").

**urban service line (USL)** Within, or contiguous with, the urban reserve line of each community is the urban services line (USL). The USL encompasses areas where urban services are now provided or where such services are expected to be extended during the next five to 10 years, as the community expands toward the full development potential represented by the urban reserve line. Placement of the USL is based upon existing and planned (committed in capital improvement programs) service system capacities and upon community plans. In the coastal area the USL is the Urban-Rural boundary as defined in the Local Coastal Plan.

**village area** Settlements in the county where homes are grouped in settlements of greater density than surrounding rural areas, but which are not self-sufficient communities, and are encompassed by a village reserve line.

**village reserve line (VRL)** A boundary around a village area that distinguishes it from the adjacent rural area (see "village area").

**visual analysis** A study that evaluates the aesthetic effects of a project. The study would be prepared by a person approved by the county for visual analyses.

**visual area** An area that is considered to contain visually pleasing elements (such as natural vegetation or unique natural features), and within view of major public road corridors (such as Highway 101).

**wildlife corridors** Areas which are considered essential to provide physical linkage between habitats (e.g. oak forest) or resources (e.g. surface water) that are considered essential for wildlife survival. Widths of these corridors will depend on the type of wildlife expected to use such a corridor.

**woodland** A forest with an open or sparse, varying canopy of trees such as oaks.



San Luis Obispo County Department of Planning and Building

# SAN LUIS OBISPO AREA PLAN

## Land Use Categories









## LEGEND

### LAND USE CATEGORIES

	<b>AG</b>	Agriculture
	<b>RL</b>	Rural Lands
	<b>REC</b>	Recreation
	<b>RR</b>	Residential Rural
	<b>RS</b>	Residential Suburban
	<b>RSF</b>	Residential Single Family
	<b>RMF</b>	Residential Multiple Family
	<b>O/P</b>	Office / Professional
	<b>CR</b>	Commercial Retail
	<b>CS</b>	Commercial Service
	<b>IND</b>	Industrial
	<b>PF</b>	Public Facility
	<b>OS</b>	Open Space

### BOUNDARIES

	<b>URL</b>	Urban Reserve Line
	<b>USL</b>	Urban Service Line
	<b>VRL</b>	Village Reserve Line
	<b>PA</b>	Planning Area
	<b>CBD</b>	Central Business District
	<b>LCP</b>	Local Coastal Plan

### NOTE

These maps are for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

# SAN LUIS OBISPO AREA PLAN

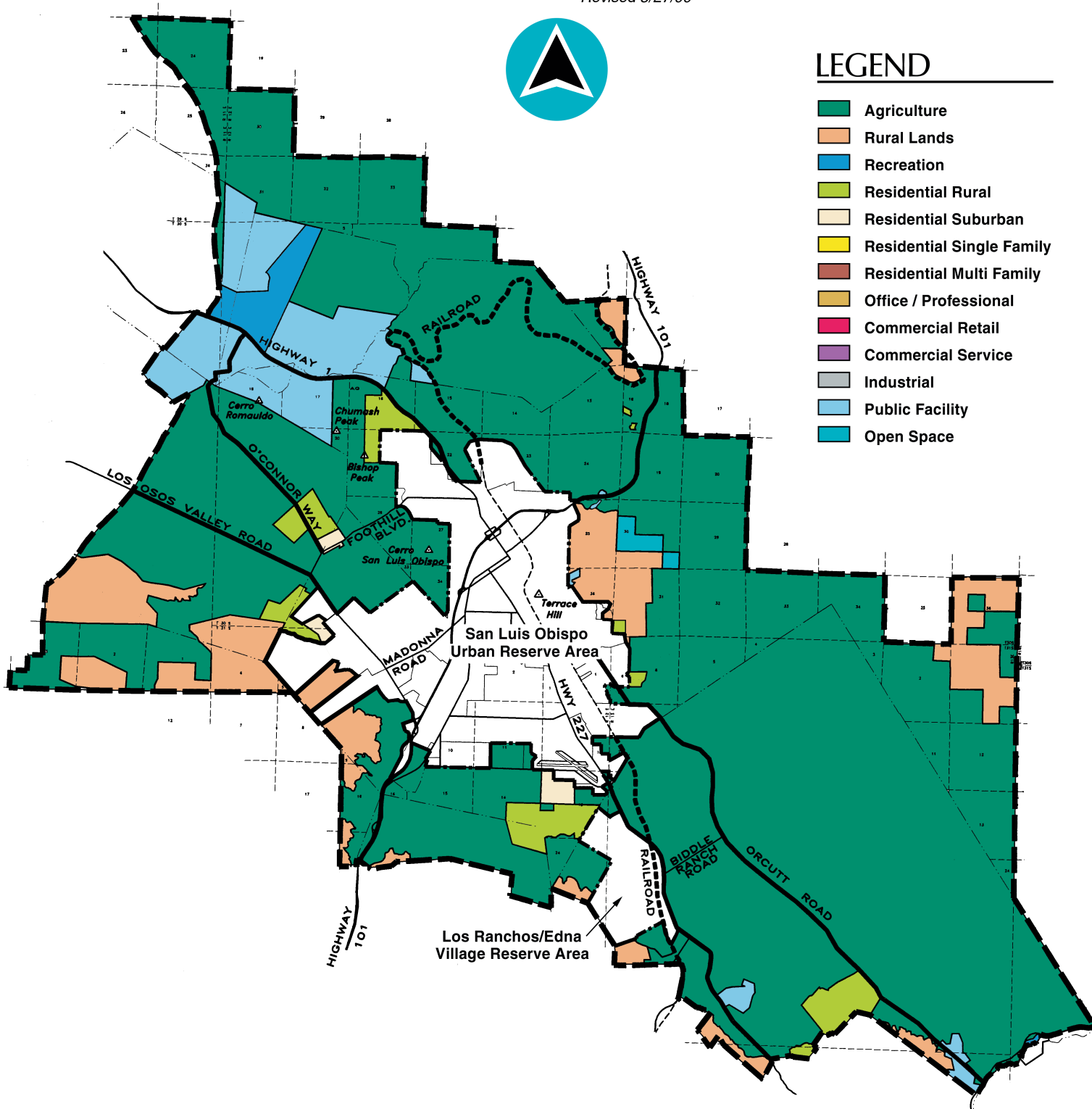
## Rural Land Use Categories

Revised 5/27/99



### LEGEND

- Agriculture
- Rural Lands
- Recreation
- Residential Rural
- Residential Suburban
- Residential Single Family
- Residential Multi Family
- Office / Professional
- Commercial Retail
- Commercial Service
- Industrial
- Public Facility
- Open Space



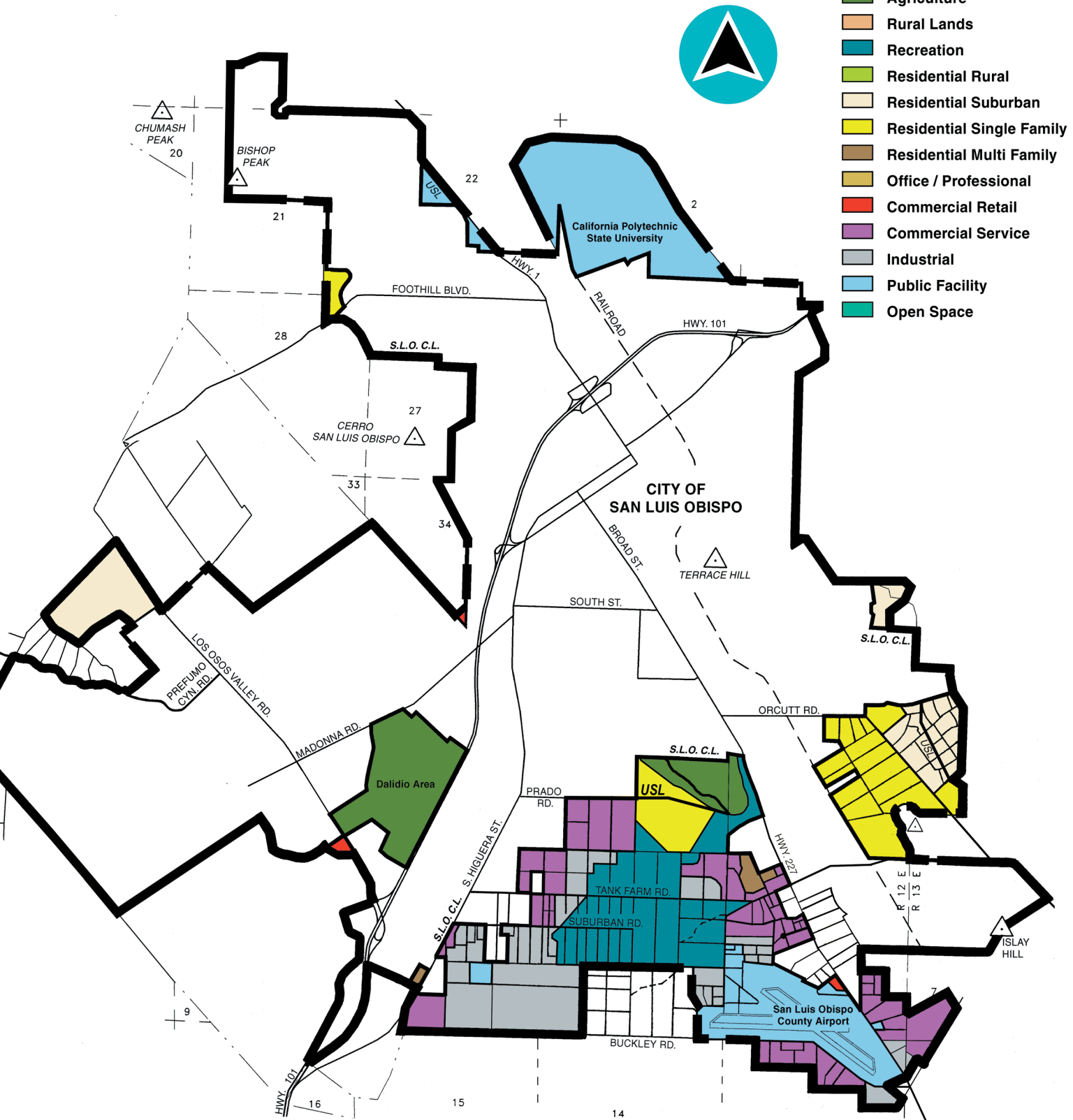
# SAN LUIS OBISPO URBAN RESERVE AREA

## Land Use Categories

REVISED 9/28/03

### LEGEND

- Agriculture
- Rural Lands
- Recreation
- Residential Rural
- Residential Suburban
- Residential Single Family
- Residential Multi Family
- Office / Professional
- Commercial Retail
- Commercial Service
- Industrial
- Public Facility
- Open Space



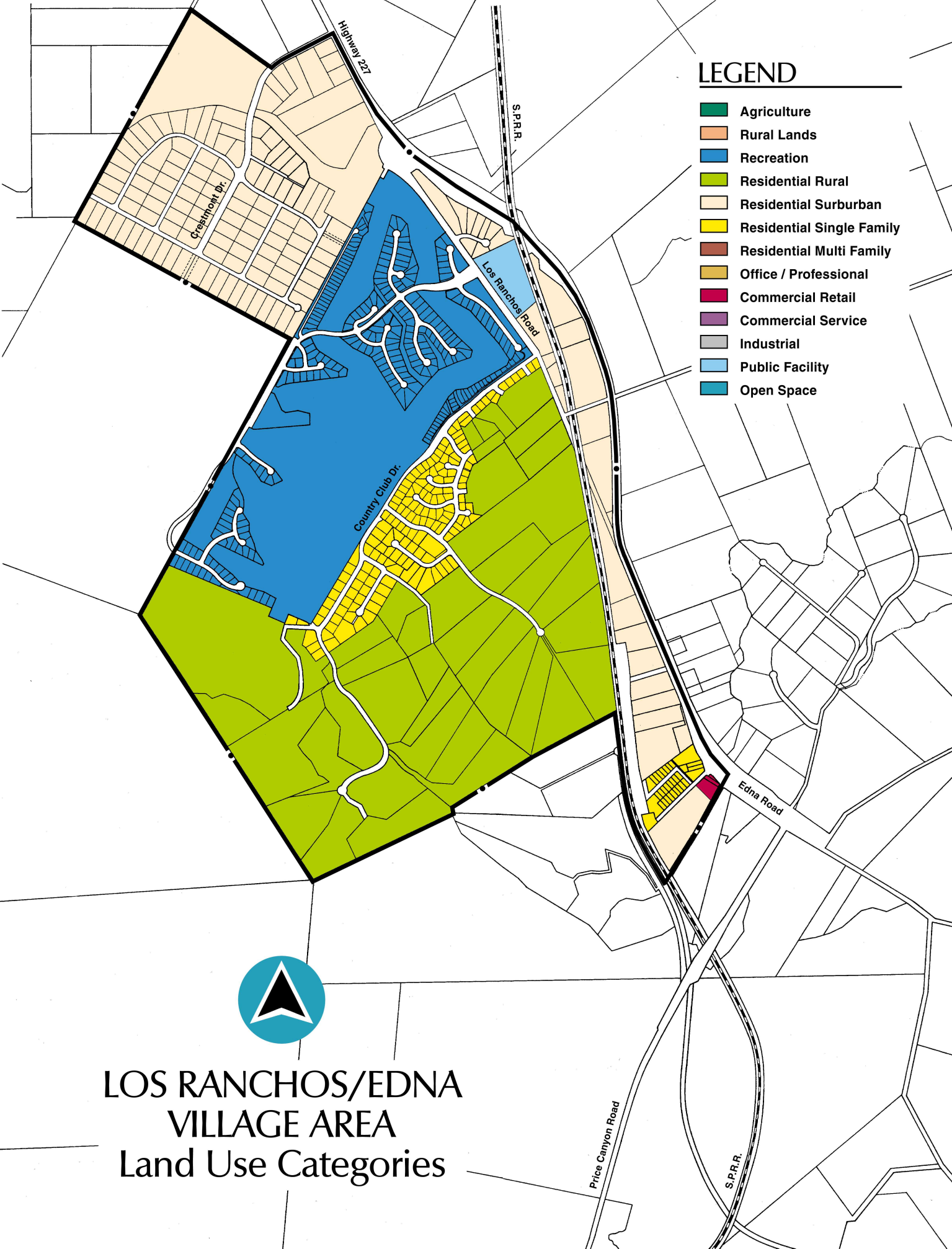


## LEGEND

- Agriculture
- Rural Lands
- Recreation
- Residential Rural
- Residential Suburban
- Residential Single Family
- Residential Multi Family
- Office / Professional
- Commercial Retail
- Commercial Service
- Industrial
- Public Facility
- Open Space



# LOS RANCHOS/EDNA VILLAGE AREA Land Use Categories



San Luis Obispo County Department of Planning and Building










# SAN LUIS OBISPO AREA PLAN

## Combining Designations













## LEGEND

### COMBINING DESIGNATIONS

	<b>AR</b>	Airport Review Area
	<b>GSA</b>	Geologic Study Area
	<b>GSA</b>	Geologic Study Area (fault)
	<b>SRA</b>	Sensitive Resource Area
	<b>FH</b>	Flood Hazard
	<b>EX</b>	Energy & Extractive Area
	<b>EX<sub>1</sub></b>	Extractive Area
	<b>LCP</b>	Local Coastal Plan
	<b>H</b>	Historic

### PROPOSED PUBLIC FACILITIES

	<b>HS</b>	High School
	<b>JHS</b>	Jr. High School
	<b>E</b>	Elementary School
	<b>P</b>	Park
		Police/Public Safety Facility Station
	<b>WT</b>	Water Treatment Facility
	<b>ST</b>	Sewage Treatment Facility
	<b>SW</b>	Solid Waste Facility
	<b>GF</b>	Government Facility
	<b>L</b>	Library

### NOTE

These maps are for reference purposes only. Official maps showing precise property lines and combining designation boundaries are on file in the Planning Department.

# SAN LUIS OBISPO AREA PLAN

## Rural Combining Designations

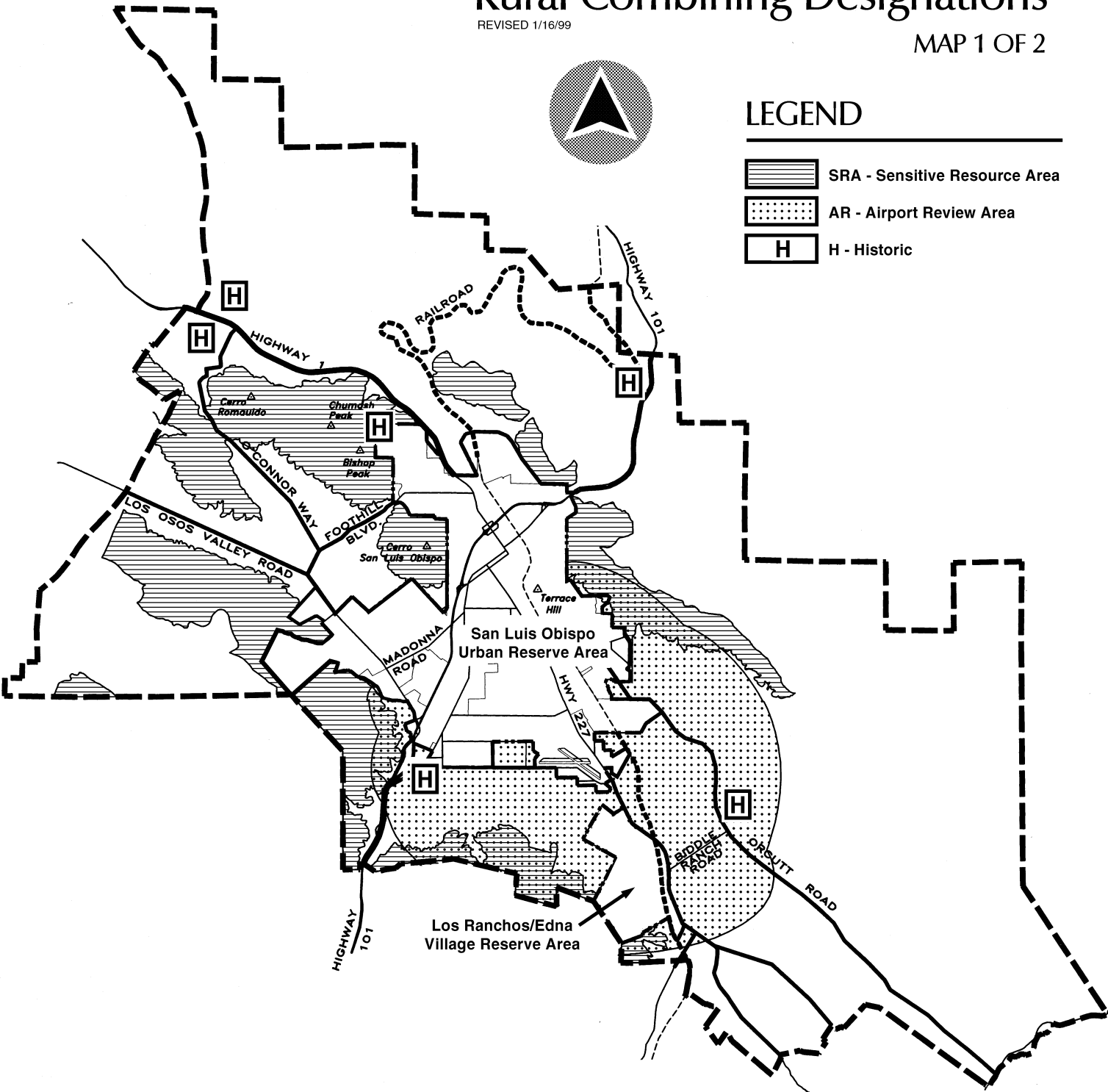
REVISED 1/16/99

MAP 1 OF 2



### LEGEND

-  SRA - Sensitive Resource Area
-  AR - Airport Review Area
-  H - Historic

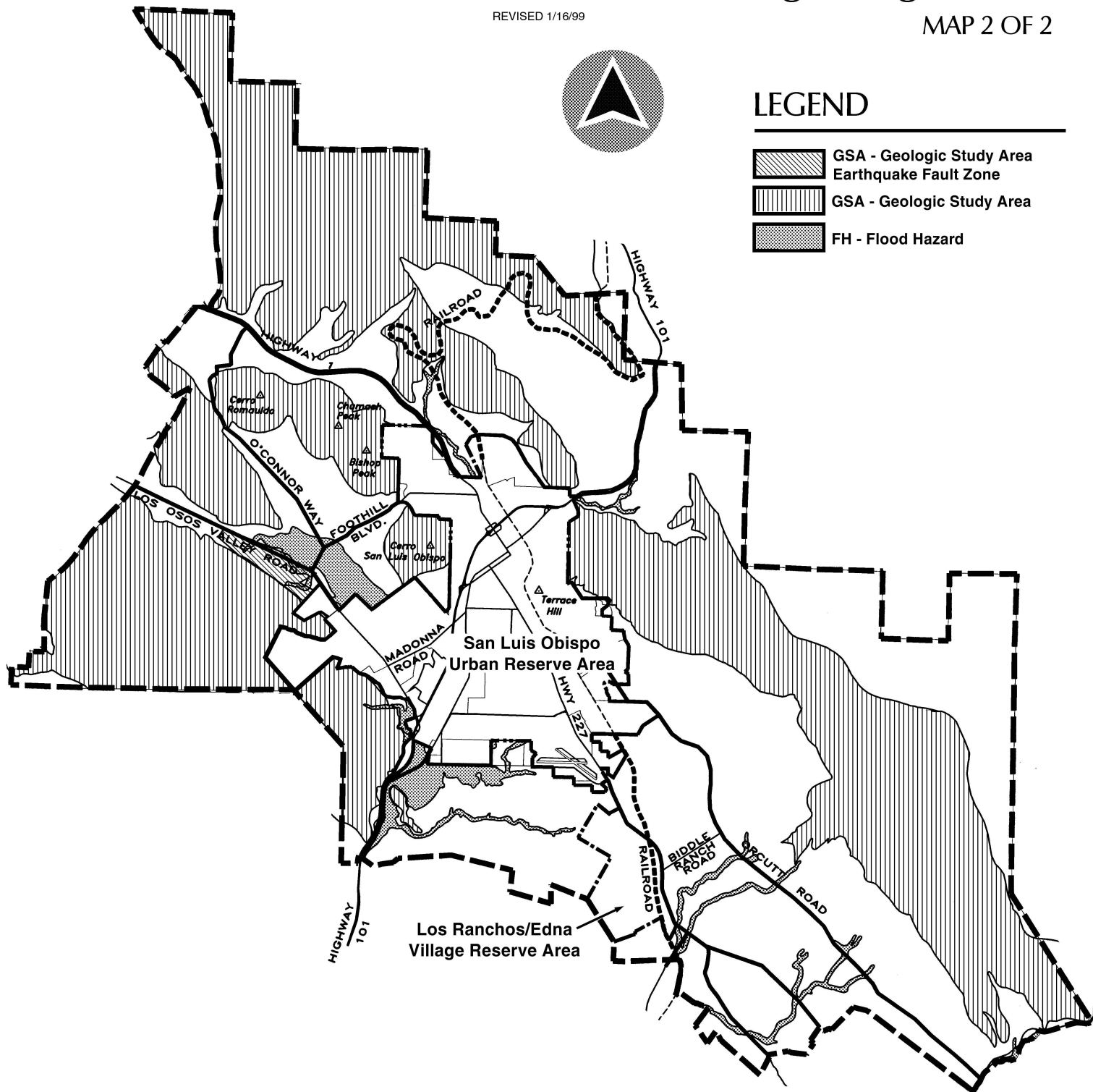




## MAP 2 OF 2



-  GSA - Geologic Study Area  
 Earthquake Fault Zone  
 GSA - Geologic Study Area  
 FH - Flood Hazard


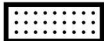





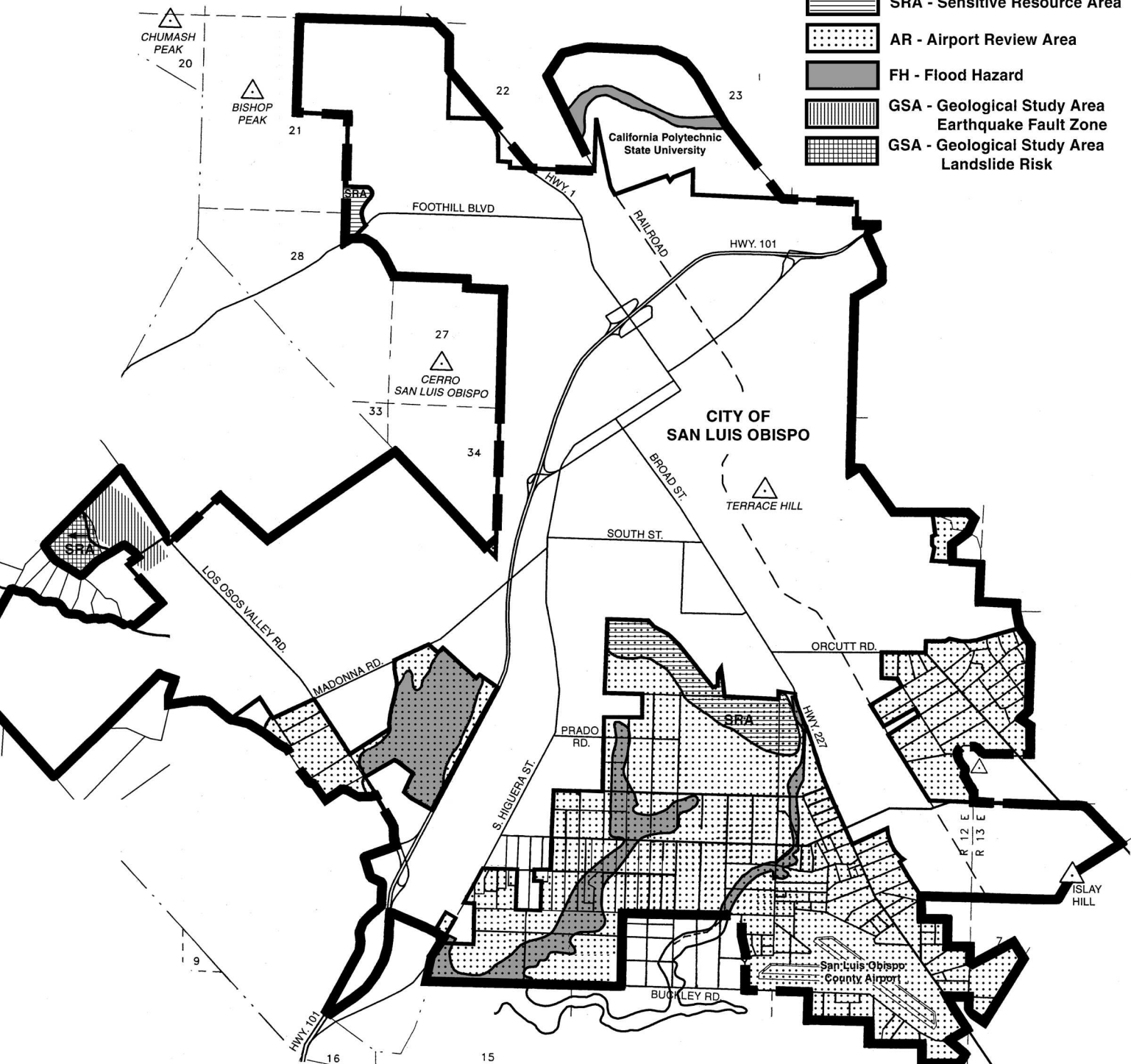
# SAN LUIS OBISPO URBAN RESERVE AREA Combining Designations

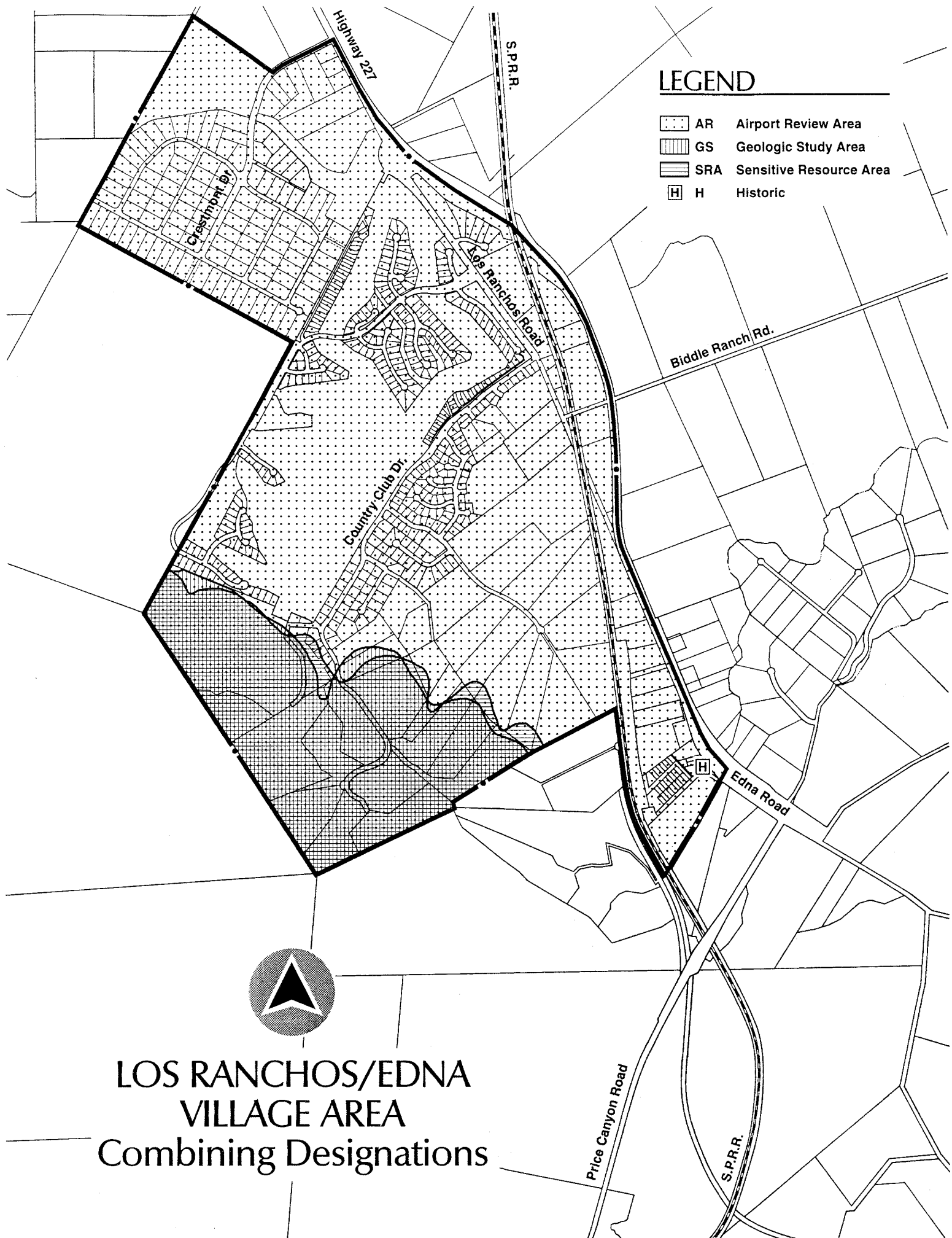
Revised 2-9-2004







## LEGEND

-  SRA - Sensitive Resource Area
-  AR - Airport Review Area
-  FH - Flood Hazard
-  GSA - Geological Study Area Earthquake Fault Zone
-  GSA - Geological Study Area Landslide Risk





## LEGEND

- |   |     |                         |
|---|-----|-------------------------|
|  | AR  | Airport Review Area     |
|  | GS  | Geologic Study Area     |
|  | SRA | Sensitive Resource Area |
|  | H   | Historic                |



# LOS RANCHOS/EDNA VILLAGE AREA Combining Designations

# SAN LUIS OBISPO AREA PLAN

## Circulation



## LEGEND

### CIRCULATION

EXISTING

PROPOSED



Principal Arterial



Minor Arterial



Collector



Interchange

### NOTE

These maps represent official circulation information.

# SAN LUIS OBISPO AREA PLAN

## Rural Circulation

REVISED 1/16/99



### LEGEND

EXISTING PROPOSED

Principal Arterial

Minor Arterial

Collector

Interchange

### PRINCIPAL ARTERIAL

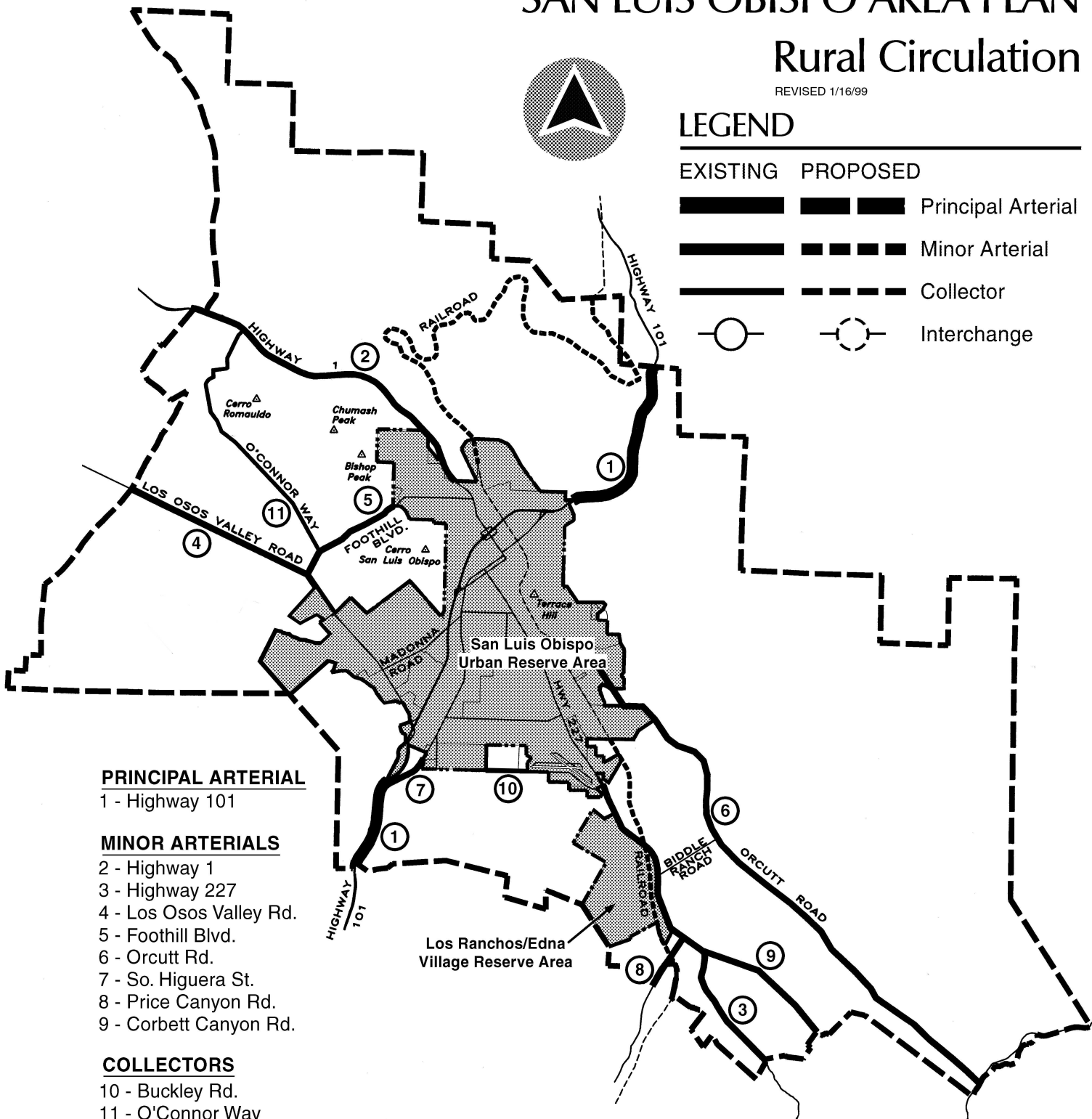
1 - Highway 101

### MINOR ARTERIALS

- 2 - Highway 1
- 3 - Highway 227
- 4 - Los Osos Valley Rd.
- 5 - Foothill Blvd.
- 6 - Orcutt Rd.
- 7 - So. Higuera St.
- 8 - Price Canyon Rd.
- 9 - Corbett Canyon Rd.

### COLLECTORS

- 10 - Buckley Rd.
- 11 - O'Connor Way





# SAN LUIS OBISPO URBAN RESERVE AREA

## Circulation

REVISED 1/16/99

### LEGEND

EXISTING PROPOSED

- Principal Arterial
- Minor Arterial
- Collector
- Interchange

#### PRINCIPAL ARTERIAL

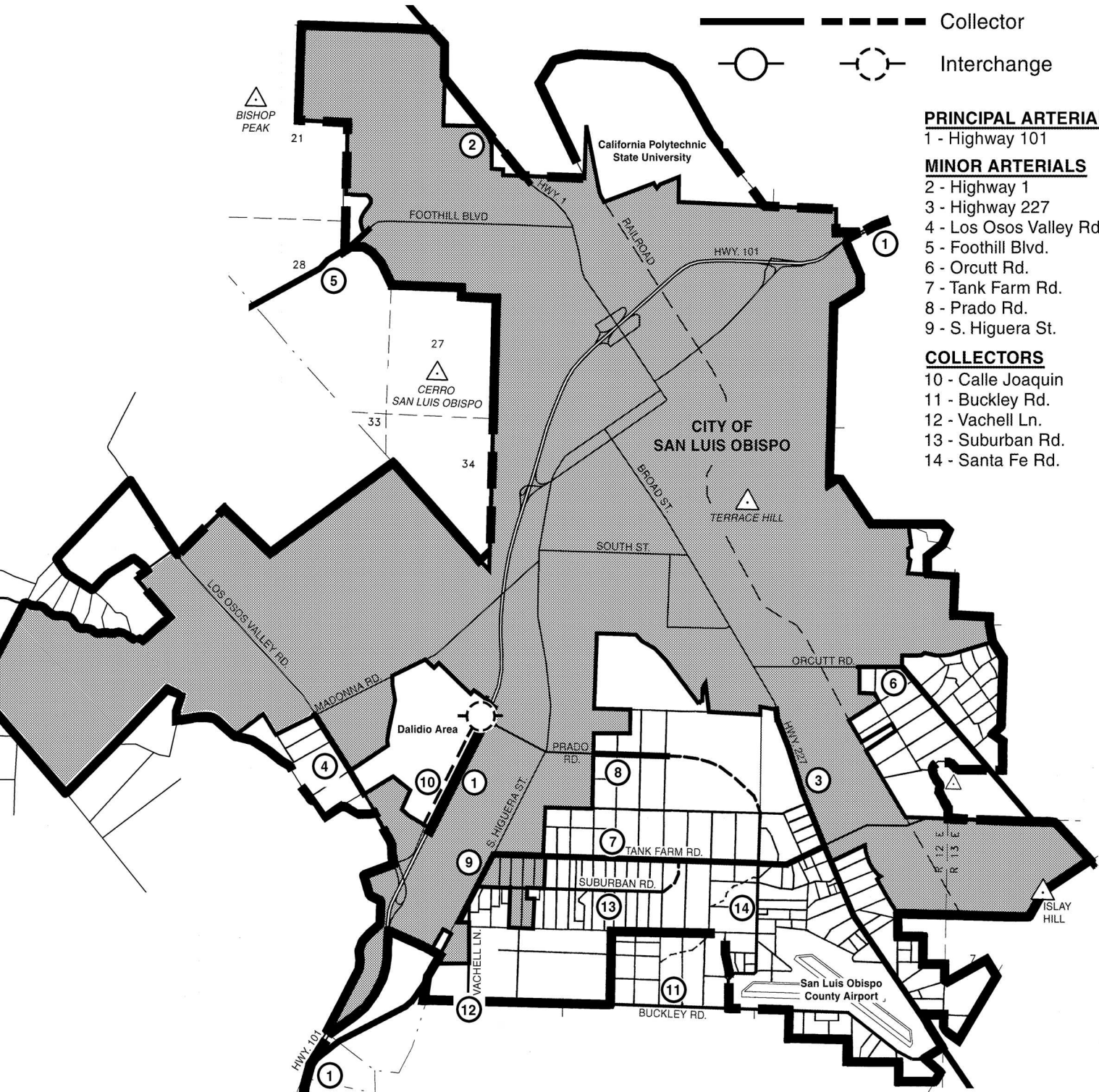
1 - Highway 101

#### MINOR ARTERIALS

- 2 - Highway 1
- 3 - Highway 227
- 4 - Los Osos Valley Rd.
- 5 - Foothill Blvd.
- 6 - Orcutt Rd.
- 7 - Tank Farm Rd.
- 8 - Prado Rd.
- 9 - S. Higuera St.

#### COLLECTORS

- 10 - Calle Joaquin
- 11 - Buckley Rd.
- 12 - Vachell Ln.
- 13 - Suburban Rd.
- 14 - Santa Fe Rd.



## LEGEND

 Minor Arterial

 Collector

### MINOR ARTERIAL

1. Highway 227

### COLLECTOR

2. Los Ranchos Road



LOS RANCHOS/EDNA  
VILLAGE AREA  
Circulation

Highway 227

S.P.R.R.

Crestmont Dr.

Los Ranchos Rd.

Country Club Dr.

Biddle Ranch Rd.

Edna Rd.

Price Canyon Rd.

S.P.R.R.